Sole Agents for the UNITED ASBESTOS COM-PANY, LT'D. LONDON, DODWELL & CO. LINITED. General Managers.

NEW SERIES No. 1345. 日五十月九年五十二緒光。 THURSDAY, OCTOBER 19, 1899.

四拜禮

號九十月十英港香

THIRTY DOLLARS
PER ANNUM:

Banks.

I sollo, PHILIPPINE ISLANDS.

JOKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880. CAPITAL SUBSCRIBED Yen 24,000,000 CAPITAL PAID-UP , 12,000,000 CAPITAL UNCALLED...... 12,000,000 RESERVE FUND 7,500,000

Head Office: YOKOHAMA. Branches and Agencies. TOKIO. NAGASAKI. LONDON. LYONS. NEW YORK. SAN FRANCISCO. HONOLULU.

BOMBAY, SHANGHAL LONDON BANKERS: THE LONDON JOINT STOCK BANK, Lb., PARRS' BA'NK, LD. THE UNION BANK OF LONDON, LD. HONGKONG AGENCY :- INTEREST ALLOWED. On Current Account at the rate of 2 per cent.

per Annum on the Daily-Balance. On fixed deposits for 12 months at 5 per cent. Hongkong, 4th October, 1899.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

CAPITAL PAID-UP.....£800,000 RESERVE LIABILITY OF SHARE. INTEREST ALLOWED on CURRENT

annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent. T. H. WHITEHEAD, Manager, Hongkong, Hongkong, 20th May, 1898.

LTONGKONG AND SHANGHAL BANKING CORPORATION. PAID-UP CAPITAL\$10,000,000

RESERVE FUND\$11,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS;

R. M. GRAY, Esq., Chairman. N. A. Sieus, Esq., Deputy Chairman. David Meyer Moses, Esq. E. Goetz, Esq. A. McConachie, Esq. A. J. Raymond, Esq. A. Haupt, Esq. P. Sachse, Esq. R. H. Hill, Esq. The Hon. J. J. Keswick. R. Shewan, Esq. _ CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON.

MANAGER! Shanghai-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum.

For 6 months, 32 per Cent. per Annuin. For 12 months, 4 per Cent per Annum. THOMAS JACKSON, Chief Manager, Hongkong, 16th October, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAL BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkone and Shanghai BANKING CORPORATION, T. JACKSON, .Chief Manager.

longkong, 1st August, 1895.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000

Head Office :- SHANGHAL

Branches and Agencies. CANTON, HANKOW, PEKING: CHINKIANG: SWATOW-FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities, Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months. Mail Steamers.

E. W RUTTER, · Acting Manager. Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital: £1,000,000 Paid up Capital £ 324,374

HEAD OFFICE -HONGKONG.

Board of Directors :-Chan Kit Shan, Esq.
Chow Tung Shang, Esq. Kwan Hoi Chuen, Esq. FASHIONABLE
D. Gillies, Esq.
J. 1. Laurs, Esq.

Chief Manager, GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 % Hongkong, 30th May, 1899.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

LONDON Candia W. H. Haughton, R.N.R. About 24th Oct. _... Freight only, SHANGHAI ... BengalS. BarchamAbout 28th Oct Freight or Passage. LONDON Jaya G. W. Gordon, R.N.R., About 2nd Nov. ... Freight or Passage. * (Passing through the Inland Sea). t (See Special Advertisement). 1 VId MARSEILLES. § PIA SHANGHAL For Further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 17th October, 1899.

BLATZ.

LIGHT. SPARKLING AMERICAN WELL BREWED AND CAREFULLY BOTTLED.

ACCOUNT at the Rate of 2 per cent. per | SOLE AGENTS:-

Hongkong, 17th October, 1899.

H. PRICE & Co.,

WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD.

Telephone

GIESLER & CO.S CHAMPAGNE

`JUST LANDED.

In Magnums—Bottles and Half Bottles.

One of the most popular Brands in England and the United States.

CALDBECK, MACGREGOR & CO.,

Sole Agents for Hongkong, China, Japan, the Strait Settlements, the Philippines and British North Borneo. Hongkong, 18th October, 1899.

No. 5-B, BUND, YOKOIIAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all

Special attention paid to the Comfort of Visitors.

Yokohama, 1st October, 1897.

E. V. SIOEN, Manager.

THE VERY LATEST, Ex. S.S. SHANGHAI.

NOW ON VIEW.

W. POWELL & Co., Immed. Opposite P.O., 1st floor.

Untimations.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after offects.

BOVRIL IS

Prescribed by Medical Men throughout the World. Used by all the Principal Hospitals, Supplied to British and Foreign Governments, and Sold by over 150,000 Customers throughout the United Kingdom alone, And also in Every Civilised Country in the World. AGENTS FOR CHINA:-

Wättting, Limited.

ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

DODWELL & CO., LIMITED, General Managers.

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street. Hongkong, 4th January, 1899. GEO. J. CASANOVA: Manager.



PHONOGRAPHS.

THE NEW HOME PHONOGRAPH (GENUINE EDISON) WITH FITTINGS. PRICE \$80.

LANE, CRAWFORD & CO.

WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHOLA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY. (Proprietors and Sole Manufacturers), 9, Old China Street,

12th October, 1898. BANK HOLIDAY.

'HE Undermentioned BANKS will be

CLOSED for the Transaction of Public lusiness, on WEDNESDAY, the 25th instant, I o'clock P.M. For the CHARTERED, BANK OF INDIA,

AUSTRALIA AND CHINA, T. H. WHITCHEAD, Manager, Hongkong. For the Hongkong & Shanghai Banking

CORPORATION, T. JACKSON, Chief Manager. For the NATIONAL BANK OF CHINA,

G. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA,

For the BANQUE DE L'INDO-CHINE, . Hongkong Agency, L.-BERINDOAGUE, Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,

For the YOKOHAMA SPECIE BANK, LIMITED. s. choh, For the IMPERIAL BANK OF CHINA, E. W. RUTTER,

Hongkong, 17th October, 1899. [1312a Hongkong, 9th October, 1899.

LIMITED. NOTICE.

THE REGISTER of SHARES will be CLOSED from MONDAY, the 23rd instant, till SATURDAY, the 4th of November, both days inclusive, during which period NO TRANSFER of Shares can be Registered. LUETGENS, EINSTMANN & CO., General Agents.

THE GREAT EASTERN & CALEDONIAN

GOLD MINING COMPANY,

Hongkong, 18th October, 1899. [1314a] UNION INSURANCE SOCIETY OF

«CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

JOHN THURBURN,
Manager, Hongkong.

A DIVIDEND of \$18 per Share for the year 1898, equivalent to 36% on the Paid-up Capital of \$50 per Share, has been WARRANTS will be issued on the 13th By Order of the Board,

DOUGLAS JONES, Hongkong, Secretary.

CHANTREY INCHBALD, Hongkong, 12th October, 1899. - [1299a

THE POPULAR DINING ROOMS, 18, PRAYA CENTRAL, (Near Hongkong Hotel).

E. W. RUTTER, Acting Manager. OW OPEN. Good Home Cooking and Meals at all hours.

JAPANESE

JUST RECEIVED. XMAS CARDS & TOYS.

FANCY KAGA VASES & TOILET SETS. L'ACQUERED, BARK & BAMBOO. FRAMES.

ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views,

AT LOW PRICES.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall, Hongkong, 9th October, 1899.

> Auction. PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. R. D. VANIA, the Administrator, PUBLIC AUCTION,

SATURDAY, the 21st October, 1899, at 2.30 P.M., At No.-26, GAGE STREET.

THE WHOLE OF THE HOUSEHOLD AND OFFICE FURNITURE. Belonging to the Estate of the Late R. C. VANIA.

Comprising:-BRASS and IRON BEDSTEADS, WARD-ROBES, OVERMANTELS, DRAWING ROOM SUITE, EXTENSION DINING TABLE, MARBLE-TOP TABLES, CROC-KERY and E. P. WARE, WRITING TABLE, COPYING PRESS, &c., &c.

.TWO IRON SAFES. On View from FRIDAY A.M. TERMS :- As Usual

HUGHES & HOUGH, Hongkong, 17th October, 1899.

Insurance.

NORTH GERMAN. FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above;

Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSSEN & Co. Hongkong, 28th May, 1895.

To be Net.

OFFICES TO LET.

NIO. 3A, ICE HOUSE STREET. Immediate

Apply to W. DANBY, Civil Engineer & Architect. Hongkong, 7th October, 1899.

TO LET. OFFICE ROOMS on 1st floor of No. 4. Queen's Road, Central, (lately the IM-PERIAL BANK-OF-CHINA),----

Apply to

Compradore Office,

E. C. HOCHAPFEL Hongkong, 23rd March, 1899. [398a

TO LET.

SEMI-DETACHED VILLA RESIDEN-

PROPERTY_ lately occupied by the Bowrington Saw Mills. GROUND FLOOR, 52, PEEL STREET. OFFICES:-ist floor, No. to, PRAVA

CENTRAL (Lately occupied by

Messrs, MELCHERS & Co.)

" HARFORD." MAGAZINE GAP. No. 4, RIPON TERRACE. Apply to THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD. Hongkong, 28th August, 1899.

To-dan's Advertisements.

HONGKONG RIFLE ASSOCIATION. INTERPORT PRACTICE AND SPOON COMPETITION.

ON SATURDAY, the 21st instant, at Ranges.-200, 500 and 600 yards.

Two Sighting Shots, allowed. The following MEMBERS are requested to PRACTICE and to send in their Scores to the SECRETARY.

Messrs. BLAIR, BOWERY, CARLYLE, CLARKE, HILLS, LAMMERT, LEAD-INGHAM, McLENNAN, W. MACDONALD, STACKWOOD, SMYTH WARREN, WALLACE, TOLLER WATSON.

Member's are reminded that the Range is available for Practice on WEDNESDAYS after 4 P.M. MOWBRAY'S. NORTHCOTE,

Hon, Sec. Hongkong, 19th October, 1899. DOUGLAS STEAMSHIP COMPANY, LIMITEÐ.

FOR SWATOW, AMOY AND ECOCHOW. THE Company's Steamship

" HAICHING." Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the agnd instant, at Daylight. · For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers, Hongkong, 19th October, 1899 INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED,

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

Captain Tadd, will be despatched as jubove on WEDNESDAY, the 25th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 19th October, 1809. CHINA NAVIGATION COMPANY,

LIMITED. FOR YOKOHAMA AND ROBE. THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on WEDNESDAY, the 25th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated

forward of the Engines. · A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE,

a Agents. Hongkong, 19th October, 1899. CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE, THE Company's Steamship

Captain Anderson, will be despatched on SATURDAY, the 28th instant, at Noon, .The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B .- Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 19th October, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

* FOR MANILA.* THE Company's Steamship

"TSINAN? Captain Anderson, will be despatched as

above on SATURDAY, the 28th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

·Hongkong, 19th October, 1899.-- - - [i 319a INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG-AND-. SINGAPOLEL * THE Company's Steams in

having arrived from the above Ports, Consignées of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 21st instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, 19th October, 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT relying on the well known kindness of the Benevolent Friends of the Institution begs to APPEAL to their Charity for assistance on behalf of a poor destitute Woman, a native of Mauritius, with four deceit to the interior of China, where they bad suffered very ill treatment, resolved to escape to this Colony, and came to the Convent in the most miserable and distressful condition craving a shelter.

It is more than a year that the Superioress has kept them under her care for want of means to send them back to Mauritius, but, as the poor woman is longing to be once more amongst her own people and as there will be a steamer for Mauritius on the 14th instant. the Superioress fully hopes that her earnest pelition will be kindly attended.

The Charity of the kind benefactors wil certainly be amply rewarded by the Merciful Father of the abandoned. . Hongkong, 1'tth' October, 1899.

Intimation.



WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES

B.—Superior Pale Dry, dinner wine, Green Scal - \$10.80 C.—Manzanilla,

NATURAL SHERRY, Capsule - - - /- - 12.00 6'C.-Superior Out Dry,

PALE NATURAL SHERRY, Red Seal Capsule - - - 12.00 D.-VERY SUPERIOR OLD

PALE DRY, choice old wine, White Seal Capsule ' - - 14.40 E .-- Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule Cold

B. C. and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines, of a very superior | A. R. Lowe. vintage. All are true Neres Wines.

Sample bottles and smaller quanti ties will be supplied at proportionate [11]. Rotherham. wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought? direct from us in the Colony or, from our authorised. Agents at the Coast

A. S. WATSON & Co., Limited. QUEEN'S ROHD\CENTRAL.

ESTABLISHED A.D. 1841.

BIRTH.

On the 18th instant, at Macao, the wife of ROBERT J. WHITE, I. M. Customs, Lappa, of a daughter,

At Taiping, on the 5th inst., HENRY THOMAS KYNASTON OSBORNE, F. M. S. Civil Service, narce, Co. Meath.

Hongkong, Thursday, October 19, 1899."

REUTER'S TELEGRAMS.

PARLIAMENT.

LONDON, October 16th. "Parliament, opened yesterday. The Opposition in both Houses, while deploring the Transvaal war, and criticising Mr. Chamberlain's negotiations, agreed that the Boer ultimatum left the Government no option and promised their hearry supports. Lord Salisbury. referring to the future, declared that the country must insist on England being the Sovereign

THE TRANSVAAL WAR.

The non-combatants have evacuated Dundee. It is reported that the Boers have been repulsed at Mafeking with heavy loss. The Free State Boers are tentrenching the passes of the Drakensburgs.

REMOVAL OF QUARANTINE RESTRICTIONS.

-The-Hon-Colonial-Secretary-courteouslyforwards for publication the following telegram, received from Shanghai by Mr. Brenan, Acting Commissioner of Customs, Kowloon: -

"" Quarantine against Canton, Hongkong, Macao removed; importation of rags, old papers, earth, mould, and coffins prohibited; inform shipping,"

TYPHOON WARNING.

WARNING FROM MANUA The following telegram has been courteous ly forwarded to us by U. S. Consul-General R Wildman :---

MANILA OBSERVATORY October 19th, 11 a.m. Depression in Pacific, probably South-East]

- HONGKONG OBSERVATORY-REPORT. ** The Observatory report says:--

On the 19th at 11.55 a.m. the barometer has fallen on the China coast and over the Philippines. The high pressure area is central in sect. Term 999 years: Crown Rent \$17.69. he site also on the new Praya Reclamation E. Japan, and pressure is slightly low over the children of tender age, that had beed led by | Southern Philippines. Gradients slight on the coast, moderate with strong monsoon in the N. part of Re China Sea. FORECAST :- Mode-

LOCAL AND GENERAL.

rate E. winds; fine.

THE India Office has been asked to send three sets of rontgen ray apparatus to South Africa, for the use of the Indian field hospitals.

A LETTER has been received at Taiping from the Singapore Cricket Club inviting Perak to send a team to Singapore during the Christmas

MR. Stewart Lockhart left by the Chinese | ground and premises thereon known as No. 11, | adopted in opposition to the reasons and cruiser Chenglas at noon to-day for a trip to Mirs Bay and round the New Territory. He was escorted by a detachment of thirteen Sikh policemen.

WE understand that it is proposed to send two companies of the Royal Welch Fusiliers to Wei-hai-wei and that two companies of the 1st Chinese Regiment will be sentedown to take their place here.

WE thought Oom Paul would injure fumself, says a contemporary. Now his credit is impaired. A One Pound note of his, sent from South Africa to the Bangkok Times, has been refused by the Hongkong and Shanghai Bank at Bangkok.

DR, Reginald Farrar, of Stamford, son of the Dean of Canterbury, has left England for Bombay, having accepted an appointment under the Indian government to take up plague duty. Dr. Farrar is a comparatively young man, and is giving up a lucrative practice at Stamford,

KOWLOON was awakened shortly after midnight by the blowing of the Dock whistle. Considerable excitement was occasioned, it being thought that another fire had broken out, but we are happy to say that the head office informs us that nothing of the sort took place, it being a false alarm.

Bottled) - - - - 20.40 ON Saturday, the H.K. C. C. First Eleven will play the Next Eighteen, commenting at 11.30 a.m. The following are the teams ;---

Next XVIII. ist NL Capt. Laughorne. Capt. Wagmouth (Cap.) H. C. Hancock. H. E. Green. H. A. Lewis, D. Wood. Capt. Buthanshow, R. G. Thomson. Rev. Vallings. R. W. Castle. A. G. Ward. Green: R.A. R. J. Geward. D. Tuck. Rev. F. T. Johnson. A. Wilson. Francis Barrington Deacon. A. Hümphreys. Lieut, Strong. T. J. Wild. Major Griffin. L. E. Lammert. E. A. Woodcock. J. A. Higgon.

BIG SALE OF PROPERTY,

At his offices in Duddel Street, Mr. Geo. P.

Lammert sold by public auction yesterday 21

lots of leaseheld property (owned by Mr. Ho-Tung) situate in Wellington Street, Cochrane Street and Stanley Street. It was announced that the Vendor would, if desired, make arrangements for the granting of a mortgage upon each | cating the various Departments under one lot up to 70 per cent, of the purchase money thereof. Such mortgage to be for one year (at | The Director of Public Works, (F. A. Cooper), 74 per cent. per cent. per annum interest) from [the date of completion which shall be on the [1323a first February, 1900. The particulars of the sale are as follows: Lot No. 1. The piece of | enquiry the members reported unanimously on | It consists of about 14,500 square feet and if ground and premises thereon known as No. 5, 23rd November, 1896 as follows: -Wellington Street, and the appurtenances third son of Charles William Osborne, of Ros- | thereto. Area - 884 Square feet, Term 999 years: Crown Rent \$16.00. Cold petitionly. Lot No. 2 .-- The piece of ground and premises thereon known as No. 7, Wellington Street, and the appurtenances thereto. Area 819 square feet. Term :- 999 years: Crown Rent \$15.68. Bought for \$8,250 by Chow Dart Tong. Lot No. 3.-The piece of ground and premises thereon known as No. 9, Wellington Street and the appurtenances thereto. Area square feet. Term 999 years: Crown Rent, \$15.91. Bought by the same for \$8,350, Lot No. 4. - The piece of ground and premises thereon known as No. 11, Wellington Street, and the appurtenances thereto. Area 827 square feet. Term 999 years: Crown Rent \$15.81. \ Bought by the same for \$8,550. Lot No. 5 .- The piece of ground and premises thereon known as. No. 57, Wellington Street, and the appurtenances thereto. Area 716 square feet. Term. 999 years: Crown Rent \$9,26. Bought by Tang Kit Shan for \$7,350. Lot No. 6.-The piece of ground and premises thereon known as No. 59, Wellington Street, and the appurtenances thereto. Area 706 square feet. Term 999 years: Crown Rent \$9.13. Bought by Tan Hip Chee for-\$7,200. Lot No. 7.—The piece of ground and premises thereon known as No. 61. Wellington Street, and the appurtenances thereto. Area 689 square feet. Term 999 years & Crown Rent \$8.91. Bought by the same for \$6,700. Lat No. 8.--The piece of ground and premises thereon known as No. 63. Wellington Street, and the appurtenances thereto. Area 683 square feet. Term 999 years: Crown Rent \$8.84. Bought by the same for \$6,950. Lot No. 9.—The piece of ground and permises thereon known as No. 2. Peel Street, and the appurtenances thereto. Area 842 square Term 999 years, Crown Rent \$17.34 litought for \$11,000 by Mok Li fong. Lot No. 10.-The piece of ground and permises thereon known as No. 4, Peel Street. and the appurtenances thereto. Area 80,1 square feet. Term 999 years: Crown Rent \$16.49. Bought by Ma Pat for \$9,500. Lot No. 11.-The piece of ground and premises thereon known as No. 6, Peel Street, and the appurtenances thereto. Area 804 square feet. Term 999 years: Crown Rent \$15.65. Bought by Han Yue Tin for \$9,600. Lot No. 12.-The piece of ground and permises thereon known as No. 8, Peel Street, and the appurtenances thereto. Area 851 square feet. Term 999 years: Crown Kent \$16.52. Bought by the same for \$14,550. Lot No. 13.—The piece of ground and premises thereon known as No. 29, Cochrane Street, and the appurtenances thereto. Area 749 square feet. Term 996 years Crown Rent \$16, 14. Bought by To Pak for \$7,550. Lot No. 14.—The piece of ground and | 4.—The members of said Committee further premises thereon known as No. 31. Cochrane unanimously reported in favour of the new coming. Street, and the appurtenances thereto. Area Law Courts, Land Office, &c., being erected 761 square feet. Term 999 years: Crown Rent in the site on the Praya Reclamation immedi- to the whole mercantile community and so her by the throat. They asked for money, but \$16.43. Bought by A Rumjahn for \$7,550. Lot litely in front of the City Hill, and that the No. 15 .- The piece of ground and premises Legistrar General, Treasury, Post Office and thereon known as No. 35, Cochrane Street, and Cublic Works Departments should be accomthe appurtenances thereto. Area 819 square inodated in a new building to be erected on Lot No. 16 .- The piece of ground and premises immediately to the north of that on which the thereon known as No. 52, Stanley Street, and the lew Law Courts &c., are to be built. The two some such proposals as are herein stated, the appurtenances thereto: Area 767 square feet, ites in question are Government land, have Colonial Government having disregarded the answered that she was a perfect stranger to Term 999 years: Crown Rent \$9.91. Bought | in fallow for several years and are still lying | unanimous recommendation of the Committee | him. The other prisoners said they had stateby Chan Yuen for \$7,650. Lot No. 17.-The Illow. piece of ground and premises thereon known as | 5 .- Sir Wm. Robinson's term of office of) and having decided in this matter of such | Adjournment for tiffin, and having decided in this matter of such | Adjournment for tiffin, and having decided in this matter of such | Adjournment for tiffin, and having decided in this matter of such | Adjournment for tiffin, and having decided in this matter of such | Adjournment for tiffin, and having decided in this matter of such | Adjournment for tiffin, and having decided in this matter of such | Adjournment for tiffin, and having decided in this matter of such | Adjournment for tiffin, and having decided in this matter of such | Adjournment for tiffin, and having the last of No. 54, Stanley Street, and the appurtenances kpired in 1898 when he returned to England, grave importance to act in direct opposition to thereto. Area 768 square feet. Term 991 years: and the Director of Public Works (Mr. Cooper) the views and the opinions of the elected rated the statement made by the woman Wong Crown Rent \$9.92 Bought by the same for his transferred to Ceylon in 1897. General representatives of the people on the Legis. Yung, and then the prisoners, were asked to \$7.750. Lot No. 18.—The piece of ground and lack administered the Government from lative Council.

\$6,900. Lot No. 21.—The piece of ground and Street, and the appurtenances thereto. Area Rent \$10.36. Bought by Chow Chuen Chung

THE NEW POST OFFICE.

The following letter from the Hon. T. H. Whitehead to the Secretary of the Chamber of Commerce, regarding the New Post Office, has been handed to us for publication :-

NEW POST OFFICE.

Hongkong, October 17th, 1899. Dear Sir,-In connection with the Estimates for next year, the following appeared in His Excellency the Governor's printed Statement, read at the meeting of the Legislative Council on Wednesday 11th inst :--"The most pressing public work at the

present moment is the building for the New ... Law Courts, which blocks the way for the improvement of the Post Office, a building entirely insufficient and unsuited for the postal requirements of the Colony. The plans for the Law Courts were returned on January 21st to London with some suggestions for improvements. I have written urging that they shall be sent out with the least possible delay,"

2. - In the Colonial Estimates for 1900 the Council is not asked for any vote in respect of new premises for a Post Office. It is painfully Courts are to be built and is separated thereevident from the Governor's statement that the from by a road 75 feet in width, on the north building of the new Post Office will not be there is a road 75 feet wide, on the east a road commenced until the construction of the new 50 feet wide, and on the west there will be a Law Courts' Building, is completed. In con- proposed private lane 20 feet wide and an open sequence of the unnecessary delays, vacillating | turled space besides a road 75 feet wide, and irresolute policy hitherto followed regarding the construction of the new Government Offices it is highly, probable that the new Court House Building may not be completed within four years from this date, if even then. therefore naturally follows that the new Post Office Building will not be commenced until after the Legal Departments move into their new Building, say about four years hence or in-1903. The construction of the new Post Office. Building will take about two if not three years, consequently the Colony will not have a new Post Office for say six or seve years or until 1905 or 1906. The present Post Office Building is and has been for some time past wholly inadequate for the Colony's requirements, badly lighted ill-ventilated and so cramped that there. is not sufficient room to sort two heavy mails at the same time. It is notorious that this is and has been for years past the actual state of affairs. With the natural increase and growth on which the present Court House, Land Office in the work of the Post Office during the next six or seven years what will it be then? The position of this important Government Department will have become positively intolerable, unworthy of and in every respect discreditable

to the Colony. 3.- His Excellency, Sir Wm. Robinson then Governor appointed a Committee on 8th September, 1894, "to report on the condition of the Government Offices and the desirability of loroof. The Comittee consisted of the Hon. the Hon: The Colonial Treasurer (A. M. Thomson), and Messrs. G. P. Chiter, C.M.G., A. McConachie, and Sir T. Jackson. After due

"It is desirable for many reasons that i the several Government Offices should be situated close together, if possible under one roof, as much loss of time and inconvenience to the public would be thereby tated. Where it not for the fact that

vided for that department. "The Post Office and Treasury buildings, site of the present Post Office and Treasury, of serving as a Post Office, were in 1864 found to be quite inadequate to meet the requirements of the Postal Department, it was therefore decided to pull them down and erect a new Post Office.

additions and alterations carried out in 1864 and 1885, consist of a ground floor and basement occupied by the Post Office and an upper floor occupied by the Treasury Department.

inconveniently arranged.

by which the offices of Attorney General out-grown the accommodation at present

" For the Treasury a Strong Room and greater magnitude and value. a Stamp Room are required, also a large 1 needed."

79.—The piece of ground and premises thereon | irk of the Committee appointed in September | for his information. known as No. 9. Stanley Street and the appur- 94 and the unanimous recommendations of tenances thereto. Area 636 square feet. Term | members were cast aside and in their stead

Stanley Street, and the appultenances thereto, arguments of the elected representatives of Area, 551 square feet. Term 999 years: the people on the Legislative Council. The Crown Rent \$9.81. Bought by Bhaba for result is most natural-protracted, prolonged and costly delays and the indefinite postponepremises thereon known as No. 13 Stanley | ment of the erection of argently needed new

public offices. 6.—The immediate erection of a new building suitable for the ever increasing requirements of the Post Office in Hongkong is a matter which directly and materially affects the interests of the trade, commerce and shipping of this growing and progressive port. Therefore let me earnestly direct the immediate serious attention of the Committee of the Chamber of Commerce to the extremel unsatisfactory position of affairs and the pressing urgent necessity for the Government proof the new Post Office on the site of Govern ment land lying fallow on the New Praya Reclamation immediately to the north of that on which the New Law Courts are to be erected as unanimously recommended by the

members of the Committee appointed in

September, 1894. 7.—If the building were of 4 storeys it could accommodate the Post Office, the Harbour Master, the Treasury, and the Registrar General's Office, &c. The construction thereof could be gone on with at once instead of waiting three or four years until the new Law Courts are built. The Post Office would thus be on the marine frontage and it is most desirable it should be on the Praya. This would greatly facilitate the prompt receipt, despatch and handling of mail matter. The said site is immediately north of that on which the new Law Thus, if crected on the site in question the building would have better ventilation and far more light and air than any structure erected on the site of the present Law Courts could

possibly have. 8, -The Harbour Muster's Office would then also be in the immediate neighbourhood and in the midst of the offices of shipping firms instead of, as at present, far distant therefrom, If necessary for the entrance and clearance of junks there could be, at a trilling expense, a branch of the Harbour Master's Department on the Praya opposite the Junk Anchorage and Sailors' Home where there is Government land available and lying fallow. 9. -By utilising the two sites of Government

land lying fallow on the New Praya Reclamation

north of the City Hall in the manner herein-

before mentioned, Government would have

available for sale the far more valuable sites

Post Office and Harbour Master's Office stand The present Court House, Land and Post Office site consists of 41,945 square feet at say \$12 per square foot \$503,340; the site on which the Harbour Master's Office stands consists, of about 9,000 square feet value say \$14 per square foot \$126,000. In addition to the latter there is the New Praya Reclamation in front thereof and on which it is proposed to erect the new toffice for the Harbour Master's Department. If the Harbour Master's Department is accommodated in the proposed new Post Office Building the said New Reclamation in front to the north of of the Harbour Master's present office would not be required and would be available for sale sold by auction would realise not less than \$14 a square foot, or say \$203,000. These three sites if sold at auction would, there is every reason to believe, realise \$12; \$14; and \$14 per square foot respectively, as hereinbefore stated, or an aggregate of \$832,340. The site obviated, and business greatly facili- on the New Praya Reclamation, immediately to the north of that on which the new Law the present offices at St. John's Place are | Courts are to be crected, consists of 19,200 in a good structural condition, are suitably square feet, which, if sold at public auction, and conveniently situated for the meeting, would not realise more than about \$8 per of Council, and the accommodation afforded | square foot, or \$153,600, and the site on which for the Colonial Secretary's Department | the Harbour Master's Office now stands is appears adequate, we should recommend about 9,000 square feet at say \$14 per square that in any project for the erection of new foot, or \$126,000, together \$279,000, as against buildings accommodation should be pro- \$832,340 estimated to be realised for the sites on which the present Court House, Land Office, Post Office, and Harbour Master's Office stand

which had been erected in 1846, for a together with the Reclamation in front of the house for the Registrar General, on the latter. Inland Lot No. 1542 consists of 2,567 square feet, is in the immediate vicinity of the and subsequently altered for the purpose | Harbour Master's present office and was per Government Notification No. 375 of 1st July 1899 exposed for sale by public auction, the upset price being \$30,800, and it realised on 24th July last \$47,200 or fully \$18.38 per square foot, hence \$14 per square foot may be regarded "The present main buildings, which as a not unreasonable valuation for the Harbour were completed in 1867 with certain Master's present office and the New Praya Reclamation in front thereof.

10.—The rent of the now somewhat famous building named "Beaconsfield" on which so much public money has been wastefully expended, could be saved to the Government "The Post Office is badly lighted and by the addition of another storey on the buildill-ventilated and the Treasury Offices are | ing in St. John's Place in which the meetings of Council are held and in which the Colonial "The present buildings are about thirty | Secretary and Director of Public Works are years old and though the walls are still accommodated. This new storey could be sound the renewal of the internal fittings | executed at a cost of say Twenty thousand and woodwork throughout will shortly Dollars (\$20,000) and it would give ample necessitate a considerable expenditure if additional office room for the Sanitary Board, the occupation of the building is con- the Educational Department, &c.

11.-The advantages to be derived from "The accommodation in the Post adopting the proposals adduced herein-to the Office, in spite of the recent arrangement | non-biased and unprejudiced mind-are overwhelming and too obvious to need to be further and Crown: Solicitor have been placed at demonstrated. On every ground and for the disposal of the department, is so financial reasons the building of the new Post cramped that there is not sufficient room Office &c. should be commenced forthwith on to sort two heavy mails at the same time, the Government site now lying fallow immedwhile the space devoted to the business of lately to the north of that on which the new Law the Parcels Post is insufficient to secure | Courts are to be crected. If the Public Works the safe custody of parcels. In fact, the Department are unable to at once undertake requirements of the Colony have entirely the work the Government would do well to entrust the same to local architects who have already constructed buildings in the Colony of

12.- If the site in question to the north of room, easily accessible to the public, that on which the new Law Courts are to be for accountants and cashiers, and better | built is not now reserved for the erection accommodation for the clerks are greatly | thereon of the Post Office &c., Government may | her and cut the girdle around her waist. First at any time be asked to put it up to public and fourth prisoners held lighted candles; the auction and a buyer would probably be forth- second carried two knives and the third one,

> materially affects the future of the trade, com- on being told she had no money or fewels, merce and shipping of the Port that from they gave the cue to depart. Complainant my point of view the Committee would do well to call a General Meeting of the immediately. Some gags were produced, which Members of the Chamber and memorialise the Secretary of State for the Colonies in favour of appointed in 1894 (referred to on page 4 here; ments to make later

Street, and the appurtenances thereto. Area 767 | r of Public Works (The Hon; R. D. Ormsby) | and the Community I am sending a copy of this \$9.91. Bought by Chan Li Pofor\$7,750. Lot No. | consequence of these changes, the two years | a copy thereof to His Excellency the Covernor

Yours very truly, (Signed) T. H. WHITEHEAD. 999 years: Crown Rent \$11.31. Bought for the fresh proposals of the new Director of R. Chatterton Wilcox, Esq., Secretary, Hongholidays. The invitation has been accepted. 88,150 by Lo Tat. Lot No. 20.-The piece of thic Works were brought forward and kong General Chamber of Commerce.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Hon. W. M. Goodman, Acting. Chief Justice.)

October 19th-

On His Lordship taking his seat on the bench this morning, he passed sentence on Tang Sau alias Tang Kwo Li alias Tung Fo Li Tsai, who was found guilty yesterday on the three charges of robbery, larceny and rape.

His Lordship said-Tang Sau, yesterday

morning, you were found guilty by the unanimous verdict of the jury of having, by terrorising a poor boatman at Kat-O island at Mirs Bay in the waters of this Colony, robbed him of a sum of two dollars. The sum may seem small, but it was not small to him, for he had to pawn his own and his wife's clothes to raise the money. That was on the 22nd of July of this year. Yesterday afternoon, you were, again, unanimously found guilty of committing a mpe upon the young wife of another boat. man, at the same place, in circumstances of peculiar atrocity. That was on the 21st August last. It seems you are a member of the Triad Society, a Society declared unlawful by Ordinance No 8 of 1887, "as incompatible with the peace and good order. of the Colony," and membership of which is, in this Colony, punishable by fine and imprisonment. Boasting of belonging to that Society and with the aid of some companions and by the use of arms, you have succeeded in making yourself the terror of the island and of the boatment frequenting it, till they were so intimidated by you and your threats that they had to pay you blackmail. When you took that in the shape of money it was bad enough. but not content with that, you proceeded to demand that a young and respectable married woman, the wife of a poor fisherman, should be handed over to you to satisfy your brutal lust. When the husband and wife refused, you and your two companions, two of you being armed, by force put the husband on shore, and then, there being no one on board, the boat to protect the poor girl, you proceeded to commit a rape upon her, and even repeated your iniquity after the return of the husband to the boat, who was so frightened by you that he dared not interfere. At that time there were no police near the place. Now police are stationed at Kat-O island, I trust this reign of terror will cease. For the robbery, the sentence upon you is that you be imprisoned with hard labour for the term of two years, and for the rape the sentence is that you be imprisoned with hard labour for the additional, and not concurrent term of seven years. The sentence would have been even more severe had I not taken into account the, hitherto, semi-barbarious con-dition of your surrounding.

ANOTHER CASE OF ASSAULT. Wong I alias Wong Kam Chik was charged with making an assault on one Ho Luk, in Kat O bay, on the 25th August, and feloniously

stealing the sum of \$3. The jurors empanelled were :- Messrs. E. Jose da Silva Loureiro, M. von Obrewsky, C.W.J. Goodchild, J. D. Danby, S. Murray, T. P. Cochrane, E. H. MacKenzie.

Complainant said he lived on a boat at Kat O, Mirs Bay, and that he first saw prisoner ten days before he committed the offence. On the 25th of August he came off in a boat to complainant's and demanded a sum of four dollars, intimating that he was a member of a Triad

Complainant informed prisoner that he had not the sum of \$4, but was in possession of \$3, a small amount he had saved. Prisoner said he would be satisfied with that amount, but that if it was not handed over, he (prisoner) would destroy complainant's property. Prisoner said that complainant had brought this charge because he (prisoner) would not buy shrimps.

retired to consider their verdict, and returned shortly afterwards finding prisoner guilty on the first count, but not so on the second. His Lordship then sentenced accused to two

After hearing all the evidence the jurors

year's imprisonment with hard labour. THROWING CORROSIVE FLUID.

In the small court, before Mr. Justice Wise Puisne Judge), Su Tang Ka was charged with 1) throwing corrosive fluid with intent to burn, (2) throwing corrosive fluid with intent to do grevious bodily harm.

The jury empanelled were :- Messrs. E. H. Ray, H. Haynes, M. d'E. S. Pereira, Ernst Arndt, H. S. Wynne, Ng Tak Shang and E. V.

M. R. de Souza. Complainant (Chung Kow) gave evidence to the fact of oil of vitrol being thrown over her by prisoner on the 21st of September, through which she suffered bodily harm and damage to her goods and chattels. Five of the jurors after hearing all the evidence and the Judge's suming up, gave their finding as "guilty," two

jurors dissenting. There being a majority, Mr. Justice Wise informed the court that about five years previous prisoner had been sentenced to two month's imprisonment for cutting and wounding; that in this instance lie would sentence accused to 12 months' imprisonment with hard labour.

ASSAULT AND ROBBERY,

-The second-case before-His-Honour (Chief Justice) was against Chak Kai, Wong Cheung, Chan Heung, and Tang Ming for assault and robbery at Kowloon Tong, on 25th Sept,, at the house of a Chinawoman named Wong Yun." . The Jury empenalled were: - Messrs. G. A. Friesland, C. G. G. Stockhausen, A. F. de Jesus Soares, Tan Aizawa, P. H. Murray, C. do V.

da Rozario, and E. Mauricio. Complainant was put in the witness-box and said that the four prisoners called at her house on the night of assault and burst open the door, badly damaging it (broken parts produced). They rushed into the cock-loft, pounced upon with which he cut the girdle. When she 13.—The question is of such vital importance | shouted thieves, the third prisoner clutched pursued them, and one prisoner was arrested

were found by the police inspector. The first prisoner was asked if he had any questions to put to complainant but he

Other witnesses were called who corrobomake their statements. Of all the contradict. -premises thereon known no Nor-56, Stanley brunny to Nevember 1898, and a new Director the Malepayers ing statements ever made in court, those given in by the prisoners must centainly be a record. square feet. Term 999 years: Crown Rent | rived in the Colony on 20th, October 1897. | letter to the local Press. I am also forwarding | One prisoner said that the interpreter at the police station forced him to pay that he was guilty. On the interpreter being interrogated. it turned out that he questioned the prisoner rather smartly, and he (prisoner) found he wasso closely cornered and could not ger out of the fabrication into which he had involved

himself, that he consequently had to acknow. | him. The Book from which he quotes is ledge that he was closely concerned. The Judge summed up briefly and the jurors, consulting a short time, returned a verdict of

guilty against all the prisoners. His Lordship at first said he would reserve disregard its teaching so far as being strongly judgement until the morning, but on taking into consideration the cases yet to be heard, he | cemed. had the prisoners brought back into court, when he further said :- I see no reason in this case why I should make a difference in the sentences upon these prisoners than upon others who have be convicted for a like offence. In this Colony we will not have people wakened up and frightened out of their lives in the middle of the night by robber gangs. I sentence each of the prisoners to five years' imprisonment, and each to receive twenty strokes of the birch'during the first week

of their incarceration. Turning to the jurors, His Lordship continued :- You, 'gentlemen,' would not like an armed gang to come to your house in the dead of the night, and attack your wives with knives. You might think the sentence rather sovere, but we must try and put down these frequent gang robberies. the night of the 30th ultimo, while the Tamba-

Adjourned until to-morrow morning at to

THE HONGKONG JOCKEY CLUB.

Below is the report to be submitted to members at the annual meeting on Saturday:--In submitting the Honorary Treasurer's accounts the stewards beg to congratulate the club on the financial success of the year's

· Gymkhanas have been held on the race course during the summer, have been well attended and given general satisfaction. The race course, stands, &c. were lent to the

officers, Royal Welch Fusiliers last July, and a Regimental Gymkhana was held on the 29th of that month under the auspices of the club. The course and adjuncts were also lent to the

Hongkong Schools for their annual sports held. Jast April. The buildings are in good repair and the

course is in fair order. T. F. Hough, Clerk of the Course. Hongkong, October 16th, 1899.

EXPENDETURE AND RECEIPTS FROM IST SEPTEMBER, 1898, TO 31ST AUGUST, 1899. To balance last account 26,233.89 Negishi Prison on the night of the toth. The To upkeep of Race Course 2,226.61 present is Mr. Kent's first trip to Japan as To printing, advertisements, stationery, newspapers, &c. 973.00 unfamiliar with the strange ideas of discipline To stakes and prizes 9,267.70 | Japanese quartermaster seems to have been a

By entrance fees and subscriptions... By entries and nominations By balance at debit with the Hongkong and Shanghai Banking .Cor.

\$42,713.43 he would eject him. As the quartermaster still

CORRESPONDENCE. (We do not necessarily endorse the opinions expressed by

Correspondents in this column.1 THE NAVY LEAGUE MANNING SCHEME. TO THE EDITOR OF THE "HONGRONG TELEGRAPH."

THE NAVY LEAGUE, 13, Victoria Street, London, S. W.,

14th Sept., 1899. Sig,-In your issue of the 28th July last, appears a letter over the signature of "Peace" commenting on the Navy League's Manning | thought it advisable for Mr. Kent to keep in Scheme recently submitted to the President of | his cabin during the entire trip to Yokohama. the Board of Trade.

Your correspondent is good enough to state that he does not consider the scheme as evolved by the Navy League, a workable one, and that | Captain Wale advised Mr. Kent to slip ashore consequently it is not suprising that Messrs. Ritchie & Goschen gave it so little considera- | down a little, and the affair was duly reported

It is to say the least of it doubtful whether | stand, supported Mr. Kent, and dismissed, or | this latter assertion is correct. In fact, I should suspended, the quartermaster. Nevertheless, at about 10 o'clock. Niwa made use of a sword very much doubt if it were, but there are many circumstances to be taken into consideration | the Tamba Marce's departure, that Messrs, which probably actuated the Ministers in De la Hade, Hill, Wallet, and Wallace were inflicted a nasty cut on his right cheek and question, when they met the deputation from arrested, and not until Tuesday morning that our Committee.

"Peace" however, enumerates the disabilities | S. Paxton, of the Nippon Yusen Kaisha, it is Navy League scheme should be foredoomed amount, but the authorities declined to accept to failure.

He suggests that the Navy League should agitate for improved pay for seamen and the betterment of their accommodation. I would beg to point out that this style of argument is Negishi. The other four accused were one not calculated to improve any cause. This question of the manning of the Merchant Service has been thought over and deliberated on by very many gentlemen who, are well qualified to express an opinion. The fact remains that at the present time the British seaman is a -rapidly-decreasing quantity. The better pay and the better accommodation would naturally follow from the adoption of the League's } scheme inasmuch as it would provide a better article which would consequently be worth more money than is now paid to those who navigate British merchant ships,

Your correspondent takes exception to Captain Anderson's statements that "The Command of the Sea is necessary to ensure our continuance as a Nation." Does this assertion variance with the alleged dismissal of the really admit of any argument?

The Command of the Sea lost, the component parts of the British Empire must necessarily separate, those not strong enough to maintain their independence would become the appendages of the Sea Power that was strong enough to destroy that of Great Britain. As to the matter of "Jingo-ism" the Navy League may, I think, fairly claim to be exempted from this charge. - The belief is held at all events at headquarters that the Navy League is the best and most efficient Peace Society in existence, and to find fault with Captain Anderson for assuming that England is in a state of great prosperity, is I think, somewhat hyper-

: England and British possessions are the least taxed countries in the world. Unemployed people there are in all great cities; but it is not taking an optimistic view to consider that the measures now being adopted for the relief of the poorer classes, and it may be said, the submerged tenth, are on a larger scale than those being adopted by any other country.

It is very well to court popularity by finding fault with expenditure in ships and guns and any taxation at all.

liberated on Tuesday, and two of them have already sailed by other steamers, so it is presumed that the charge against them has been dropped. (As reported in a telegram from Yokohama, Mr. Kent was released on

hail for Yen 300 on Thursday.) The above facts are corroborated by one of the five officers arrested in a letter to the Japan Gazette. The situation after the drunken quartermaster was put in irons, appears to have become so critical that the crew practically took entire charge of the vessel, and the officers had to take refuge on the bridge. The letter states that the matter was not reported by the Captain on his arrival at Yokohama-a statement which is at

quartermaster by the company. - K. Chronicle. THE FIRST FOREIGN DIVORCE SUIT UNDER JAPANESE JURISDICTION.

A suit for divorce has been instituted in the Yokohama Local Court by a citizen of the United States, Mrs. David Clarence McKelvey daughter of Mr. Bell, of Yokohama. Akiyama is counsel for the plaintiff, and the grounds of the petition are desertion and adultery,- Japan Mail.

ASSAULT ON A FOREIGN LADY IN JAPAN.

ITS CONSEQUENCES.

Togashi Kichigoro, aged 35, was deprived of should spread, the funds as yet in the hands of his license by the Bluff Police, Yokohama. | the Gas Committee will presently be exhausted, It is stated that late last month, he took an and as we are given to understand that the American lady to the Post Office from the Municipality declines to light the settlement, to state that "All these extra warships and Bluff and on reaching the Post Office demand- but a short time will clapse before the place is guns mean the increase of the country's burden | ed 15 sen, but the lady' thought this was too | consigned to nightly darkness. We may point out in taxation." but without these ships and guns, much, and gave to sen instead. The coolie that such a retrograde step will be likely to be there would be no funds from which to draw became angry and followed as far as the attended with unpleasant consequences. But-Mitsui Ginko, where he caught hold of her glaries will be certain to increase, because the The Naval Estimates, enormous though they arm and twisted it behind her back in order to lack of light favours such nefarious operations, be, are simply a moderate premium of insur- compel her to give him the sum demanded, and under cover of night, stolen property can ance on the biggest business premises of which The lady afterwards reported the matter to be removed with comparative impunity; facilithe world holds record, the Bluff Police, giving the number of the ties for highway robbery will be another result When your correspondent however, comes man's license which she had thoughtfully that will ensue, as well as street accidents to to biblical quotation, I am unable to follow remembered. - Kobe Herald.

MARQUIS ITO ON THE TRANSVAAL WAR.

generally considered as authentic and to be

taken in its entirety. It will require I think

Your obedient servant,

THE ARREST OF FIVE ENGLISH

· AN EXTRAORDINARY CASE.

DISCIPLINE ON A JAPANESE STEAMER.

Monday last on a charge of assaulting a

It is stated, says the Japan Herald, that on

quartermaster named Umeseko Toyomatsu,

who was on duty, was approached by the third

officer, Kent, who asked Toyomatsu why he

had been smoking. Toyomatsu insisted that

he had not been smoking, and an acrimonious

discussion ensued. Some time later, Kent

was sitting in his own room, when Toyomatsu

again came in to renew the controversy, at the

end of which Toyomatsu became excited and

pushed Kent out of the room. Several other

foreign officers came to his assistance, and for-

cibly pulled Toyomatsu out, bound his hands

tied him, up, and kicked and beat him, so it is

alleged. . The steamer-left Maii on the follow-

ing day, and arrived at Yokohama on the

morning of the 3rd, when Toyomatsu quickly

proceeded to the Saibansho and lodged a

complaint, through Mr. Tanaka, against the

five foreigners, charging them with assault and

battery. The Public Procurator Tsutsumi took

the matter in hand, and issued a warrant

against the five foreigners, who were arrested

by the Water Police and sent over too the

Saibansho. The accused were confined in the

The foregoing particulars were gathered

from Japanese sources, but the Hekald has had

an opportunity of hearing Mr. H. Kent's own

version, furnished to a friend who saw him in

officer of the N.Y.K., and he is, therefore,

show his resentment. While at Moji he ap-

the Tamba Maru left for Yokohama, he was in

refused to leave, Mr. Kent carried out his threat.

whereupon the quartermaster rushed at him;

and, falling on his, knees, buried his teeth in

Mr. Kont's thigh. Thus assailed, Mr. Kent

naturally defended himself, but before the

quartermaster could be subdued he had bitten

Mr. Kent in nine places. The other officers

concerned in this affair had meanwhile come to

the rescue of their colleague, and helped to

defend him from other members of the Japanese

crew, who had rapidly collected, armed with

knives, iron bars, and other implements. As.

the quartermaster still resisted, the Chief Officer

put him in irons, whereupon he became almost

crazy and tried to throw himself overboard.

He was therefore released, and in view of the

threatening aspect of the crew, Captain Wale

"To all intents and purposes the crew-were in a

state of mutiny, vis a vis Mr. Kent. As soon

as Yokohama was reached on the 3rd instant,

as quietly as possible, until things had quietened

it, on the extraordinary ground that, as Mr.

Kent had relatives in Yokohama, these were

the proper parties to make the application.

The accused therefore spent the night in jail at

Negishi Prison.

MEN AT YOKOHAMA.

WM. CAIUS CRUTCHLEY,

Secretary,

KOBE, 14th October.

I am, Sir,

Japanese quartermaster.

greater eloquence than that possessed by Marquis Ito thinks that the Transvaal War Peace" to make at all events. Navy Leaguers will be a troublesome business for England, as the Boers are stubborn fighters and good marksarmed to keep our house in peace is conmen. That opinion was delivered to a representative of the Chuo Shimbun. His Excellency supplemented it by saying that England must feel badly when she finds herself defied by a petty State like the Transvaal, and is obliged to make extensive military preparations for its subjection. But, after all, strength in war does not depend merely upon military resources, in the ordinary sense of the term: it depends also upon circumstances. No one knows better than Marquis Ito what efforts are involved in equipping a strong military force and despatching it to a distant country. Besides, these things are done now a-days on a much more extensive scale than As previously reported, five officers of the was the case in former times. England sent Tamba-maru were arrested at Yokohoma on only twenty-seven thousand men to invade the Crimea: France sent thirty thousand, 'and Turkey sent six thousand. England alone is sending fifty thousand now to South Africa. It will stand on record as the biggest military maru was at anchor at Moji, a Japanese expedition dispatched over-sea in the history of the world, and without the resources of modern science the feat would be impossible. What makes such preparations necessary is the nature of the country where the campaign will take place. If the Boers and the Free-Staters are wisely directed, they will set for England's forces the task of capturing a succession o entrenched positions defended by fine marksmen and by efficient artillery. Even in the times when weapons of precision had not been carried to anything like their present perfection, it used to a maxim of militage men that a force attacking a strongly entrenched position ought to treble the force defending it What the ratio should be now-a-days there have been no practical tests to determine, but it is certain that arms of precision have augmented the capacities for defence more than they have increased the potentialities of attack in land fighting. There is no reason to doubt that the Boers and Free-Staters can together -put into the field an army of some thirty thousand men. Their weak point will be the difficulty of keeping up their strength Whence are they to idraw tresh levies? Each man that falls will leave a permanent vacancy in the ranks, for their first musters, if they be of the magnitude here supposed, will virtually exhaust the available men.

PRICE OF LAND AT NAGASAKI

The Nagasaki Press of the 11th says :- At the auction yesterday of the property of the late Mr. Devine, a piece of land known as Lot No. ta Oura, consisting of 413 tsubo superficial measurement, was offered for sale. Five hunparently filled himself up with sake, and when | dred yen was the opening bid, but this was raised to 1,000 yen by the second offer. From a decidedly ugly frame of mind. The first day | the latter figure, the bidding was carried, 3,323.00 out, we believe, while Mr. Kent was talking to | principally by hundreds, to 6,400 yen, at which one of the officers in his-Kent's-cabin, the sum the property was knocked down to the quartermaster entered, and, approaching Mr. | purchaser. During the morning 25 Nagasaki Kent, shook his fist in his face, and remarked | Hotel First Debentures, with interest accured that he would "go for" him on the first oppen- at 7 per cent, were also offered for sale. The tunity. Mr. Kent was a little taken aback at this | debentures were sold in lots of five, each of extraordinary address from a subordinate, and which realized 90 yen. The debentures were ordered the man to leave the room at once, or not the property of the estate.

IMPORTANT JAPANESE MOVES IN PEKING.

The Asahi's correspondent at Tokio makes the following statement relative to the change of the Japanese Minister to Peking. The Chinese Government had made strong representations to the Japanese Government for the appointment of Mr. Yano, late Minister to Peking, as its advisor. The Government also solicited the efforts of Marquis Ito and Count Okuma toward this end. Marquis Ito was reported to be in favour of the arrangement i Marquis Yainagata, the Premier, did not object and the change thus took place unexpectedly, As mentioned already Baron Nishi, formerly Minister to St. Petersburg, has been appointed to Peking.

A DUEL IN KOBE.

An up-to-date duel between two gamblers in Kobe has come under the cognisance of the police. Niwa Ichitaro, 35, and Murota Jirokito the Nippon Yusen Kaisha, who, we underchi, 36, were the combatants. The duel was fought at Kominato-dori Shichome last night it was not until Monday evening, on the eye of | measuring 2 feet 6 inches and Murata had a dagger. Murota attacked Niwa first and right arm, almost severing the latter. Niwa Mr. Kent himself was placed in custody." Mr. thereupon cut off Murota's left hand but at this juncture policemen came on the spot and of the Merchant Service as a reason why the understood, offered to become surety for a large | conveyed the combatants to the Ken Hospital. Both are expected to recover,

SHIPPING DISTURBED BY THE POLITICAL OUTLOOK.

What with the employment of many vessels for the transportation of troops by the United States Government and what with the concentration of vessels by England to prepare for an emergency in view of the Transvaal crisis, scarcity of ships (remarks the Japan Times) is now being widely felt. This is especially the case with steam communication in the Pacific. Industries in general are more or less affected by abnormal change in the shipping world, among the rest being the cotton spinning industry. Owners of cotton mills who used to get their supply of cotton from America find it extremely difficult just now to import the commodity in sufficient quantities, and are compelled to fall back upon more expensive Chinese or home-raised cotton.

YOKOHAMA'S DARK OUTLOOK.

The prospect is not altogether remote of Yokohama being plunged into darkness at night by the non-lighting of the streets. For years past (writes the fapan Herald) a lighting Committee has collected from the citizens voluntary monthly subscriptions to pay for the public lamps, and with the exception of a few mean and unconscientious individuals who did not scruple to allow others to bear the entire cost, sufficient money has been collected to pay the Gas Company for the gas supplied to the street lamps, but since the foreign settlement has become incorporated with the native town, and foreigners have become liable to the payment of municipal rates, though none as yet have been collected, some few who have formerly paid their portion of the cost of lighting the city, have declined to continue their A few days ago a jinrikisha coolie named subscriptions, and if this refusal to contribute

bleycles, and other vehicles. Altogether this relapse into the "dark ages" affords no cheering prospect, and may be added to the blessings for which we are so deeply indebted to the revised treaties.

RESCUE BY THE "KASUGA MARU'S" CREW. SAD END OF A SYDNEY PICNIC. While the N.Y.K. steamer Kasuga Maru was lying at Sydney at the end of September, as will be seen from the following extracts from Australian papers, ber chief officer, Mr. Green, with the aid of his crew was the means of saving many lives :--Circular Quay was the scene of a shocking occurrence on Saturday at about 6.30 p.m. The Sunday-school children from Christ Church, Enmore, had left in the morning on a harbour picnic in the steamer, Waterview, Including the teachers about 600 souls were on board. They embarked from the Co-operative wharf, opposite the Custom-house, Circular Quay, but

for some reason it was decided to disembark on returning to Sydney at the floating jetty at the foot of Phillip-street, further round towards the Domain. One of the reasons for the selection of this landing, it is reported, was that it is clear of the 'bus traffic on the quay, and convenient to the train terminus. The floating jetty or pontoon is moored between 20 and 30 feet out from the wall of the Quay, with which it was connected by a gangway about 8ft; wide, which being hinged to the pontoon and shore rises and falls with the tide. This gangway, which was the immediate cause of the catastrophe, was to outward appearance a most substantial piece of work, its decking being supported by three girders or beams 5m. by oin. Passengers disembarking, therefore, first landed on the pontoon, and then walked across the

gangway to the shore. The Waterview arrived with her load of youthful excursionists at the pontoon just at the last fall of the twilight. There was the bustle attending the conclusion of a picnic. A pleasant day had been spent, and ringing cheers were being given by the boys. There were three police on the pontoon, and apparent ly every precaution was taken to prevent accidents. The boys started to rush the gangway from the steamer to the pontoon, but this was stopped by Constable M'Master. The teachers called to the girls to muster on the quay, and the boys on the pontoon. In this way the girls were safely landed, and marched by the Rev. C. C. Dunstan in the direction of the tram terminus. The boys then fell-in on the gangway. While they were so mustered it collapsed with a loud crash near the centre without the slightest warning, carrying with it between 80

and 90 children. A moment or two before another steamer had made, fast to the side of the pontoon opposite the Waterview. A scene of wild excitement followed. hoarse roar of horror broke from the people. about the quay, who had been attracted by the noise of the gangway cracking, whilst the screams of the children who had been precipitated into the water in a huddled mass could be heard above the terrified shouts of the young people and folk who had been left on the pontoon and steamer. The scene was most painful, and created so suddenly, struck terror into the hearts of most who saw it. Some cool and willing hands, however, emerged from the confusion, and swift efforts were made to rescue

the children who had fallen with the gangway. Fortunately, as it had collapsed in the middle, the three beams being broken, the youngsters fell from each end together in a mass, and were held in the water between the rails as in a scoop, crowding on top of one another. Several men immediately sprang in the water, and by steadying themselves with the chains mooring the pontoon to the quay were able to rapidly pass up the boys to willing hands. The work was somewhat difficult occasionally, as the children clung deperately to one another. On the whole, however, they displayed wonderful

presence of mind. In the meantime good assistance had been sent from the Japanese steamer Kasuga Maru, lying close by. The chief officer, Mr. V Greene who was on the bridge, heard the crash of the gangway and the screaming of the children. Thinking that there had been a collision, he ordered the quartermaster to get the crew out. The Japanese sailors, who were down below at the time, turned out without the slightest hesitation, ran round to where the gangway had collapsed, and plunged in to render all the assistance they could. Taken unawares their prompt action is all the more praiseworthy. The majority of the boys had been by this time taken from the water, but the Japanese sailors, being expert divers, were very useful. Life buoys and belts were also supplied from the Kasuga Maru, but what were more valuable to the rescuers were some of Helmes' patent lights, which ignited when thrown into the water. These illuminated the surface of the harbour in the immediate vicinity most effectively and burned for a long time. Preparations were also made to restore anumation

in those apparently drowned. The occurrence was marked by the death of two boys. One body which was brought up apparently dead, though every means to restore animation were energetically used, was removed to the North Sydney morgue, where it was subsequently identified as that of Reginald Loten, aged 9, by the uncle of the deceased, Mr. Robert Seymour Powell, of Stafford-street, Stanmore. The same efforts made in the case of another boy named James Grant, aged 7, residing with his parents in Ferndale-street, Enmore, were partially successful. He was removed to the hospital by the police, but died at five minutes past 10 the same night from failure of the heart consequent on shock. The

inquest on the drowned began on Monday. Commenting upon the catastrophe, another paper says:-

The community was inexpressibly shocked at the catastrophe to the Enmore Sunday School picnic on Saturday. The marvel is that there should have only been two fatalities when the possibilities of serious consequences were so great. The happy circumstances of the proximity of the Kasuga Maru, and the gallantry of her crew and of the police, marines, and citizens, coupled with the closeness of the accident to the Quay, accounted for the small mortality. Who may be to blame for the condition of the gangway will have to be determined by inquiry, but the whole practice of great water picnics to children, and especially very young children, is dangerous. Sydney Harbour offers such splendid facilities for picnics that it is in the nature of things that promoters of these affairs should avail themselves of them, but at their best the outings are fraught with danger to the little ones. Hundreds of children are taken to the point of embarkation and crowd on the steamers, the principals often resenting the police efforts to prevent overcrowding. They are brought back often in darkness or semi-darkness. At every stage there is peril to the little ones, but it has become so familiar that it is virtually disregarded. Some great catastrophe with a children's picnic has

SHIPPING REPORTS.

Captain Todd, of the steamship Suisang. from Calcutta, reports :-- From Singapore to Paracels light variable winds and fine, thence pedestrians from rapidly driven carriages, to port fresh to strong N.E. winds and fine.

NOTANDA

CALENDAR. Meteorological means based on fifteen years observations to 1898. Barometer29.982 Humidity715.794

incom Barometer.....30.16 30.05 Temperature 77 Humidity 69 TO-DAY. Thursday, 19th October, 1899. Chinese-15th of oth moon of 25th year of Kroang-sii. Sun-Rises 5hr. 59min. Sels 5hr. 32min. Moon-Full Moon shr. 42 a.m. High water-Morning ohr. 17min. Afternoon Shr. 43min. Low. water -- Morning 2hr. 46min.

TO-DAY.

WEATHER REPORT.

" On date at On date at

Afternoon 2hr. 33min. ANNIVERSARIES. 1848-Hongkong and Canton Steam Packet Co. 1859 ... (Treat fire in Hongkong) 1861 -- Great typhoon at Formosa.

1865 -- Hongkong, Canton and Macao Steamboat Co. formed. 1889-Disastrous explosion at the arsenal, Taipeh-fu, Formosa, 1893-Shanghai Cotton Mill burnt.

1898-Or. Thiere and M. Vissiere have an audience with the Empress Downger. Russian troops occupy forts at month of river at Newchwang.

TO-MORROW. Friday, 20th October, 1899. Chinese-16th of 9th moon of 25th year of Kroang-sii. Sun-Rises 5hr. omin. High water-Morningiohr. Smin. Afternoon ghr. I.zmin. Low water-Morning 3hr. 32min. Afternoon 3hr. omin. ANNIVERSARIES.

827-Battle of Navarino. 1842-Death of Grace Darling. 1882-Terrific typhoon at Manila; enormous damage to property.

1896-Li Hung-chang arrived in Peking. Death of Major G. K. Moore at Hongkong.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (Changsha) 22nd inst. French (Annam) 22nd inst. Australian (Gutherie) 24th inst. American (Coptic) 28th inst. Canadian (Empress of India) 9th prox. American (America Maru) 11th prox.

The N. G. L. steamer Bormida left Singapore for this port yesterday, and is due here on or about the 25th instant.

The M. M. Co.'s steamer Annam, with the next French mail, will leave Saigon to-morrow, Friday at 4 a.m. for this port.

The Canadian Pacific Railway Co.'s R.M.S. Empress of Japan, arrived at Vancouver at 7 a.m. on Wednesday October 18th inst.

The steamer Milke Maru (Bombay Line) left Singapore for this port last night and is expected to arrive here on the 24th inst.

HONGKONG AND WHAMPOA DOCK RETURNS Isla de Cuba..... at Kowloon Isla de Luzon Simlage Liberal U.S.S. Oregon " Sandakan May Flint " Dr. Hans Jurg Kler. Esmeralda Petrarch D. Juan d'Austria Mongkut

PASSED THE CANAL. Outward-22nd September-Malacca, 26t September-Energia, Adria, Angpa, Bana berg, Voroneg. 29th September-Annam. 31 Oct. - Indravelli, Ixion, Kintuck, Vindobone Hakata Maru. 6th October-Japan, Yarra Undaunted, Idomenens. 10th October-Ayi Konigsberg. 13th October-Benlowoud, Inab Maru. 17th October-Tantalus, Arab, Avale Queen Cristina.

Homeward-17th Oct.-Indus, Stentor.

KASUGA MARU, Japanese steamer, 2,214, 1 W. Haswell, 18th Oct, -Australian Port and Manila 16th Oct., General.-Nippor Yusen Kaisha. Suisand, British steamer, 1,776, E. J. Todo

18th Oct.,-Calcutta 3rd Oct., Penang 9th and Singapore 12th, Opium and General -Jardine, Matheson & Co. TRIUMPH, German steamer, 675, A. Ricke

18th Oct. - Pakhoi and Hoihow 17th Oct. General.—Jebsen & Co. CALCHAS, British steamer, 6,748, Gregory, 18th Oct .- Foochow 16th Oct., General .-Butterfield & Swire.

TAMEA MARU, Japanese steamer, 3,783, John W. Wale, 19th Oct.,-Kobe 14th Oct. General.-Nippon Yusen Kaisha. HAKUAI MARU, Japanese steamer, 1,419/ M

Nishimura, 19th Oct. -- Swatow 18th Oct. Tea and Brick, &c .- Nippon Yusen Kaisha. FORMOSA, British steamer, 674, J. Douglas, 19th Oct.,-- Tamsui 17th Oct., and Amoy 18th, Ballast.-Douglas, Lapraik & Co. Suisang Singapore, &c..... Oct. 25th Szechuen Shanghai Oct. 21st

HATING, French str., 905, M. Jenssen, 19th Oct.,-Haiphong 17th Oct., and Hoihow 18th, General.-A. R. Marty.

Clearances at the Harbour Office. Saikoug, British str., for Samsui, Bellerophon, British str., for Swatow, Kinshin Maru, Japanese str., for Kobe. Kwanglee, Chinese str., for Shanghai. Taichiow, British str., for Swatow. Hue, French str., for Haiphong. Sibiria, German str., for Yokohama. Jason, British str., for Amoy. Nippon Maru, Japanese str., for Shanghai. Hermes, Norwegian str., for Canton. Calchus, British str., for Singapore. Conch, British str., for Saigon. Thally, British steam-launch, for Canton.

Arratoon Apear, British str., for Singapore. Ariake Maru, Japanese str., for Kuchinotzu. Triumph, German str., for Swatow. Wo Ping, Chinese steam-launch, for Wuchow. Agents for Hongkong and the Empire of China, Halloong, British str., for Swatow.

Departures. Oct. 19, Loosok, British str., for Hoihow.

Oct. 19, Loyal, German str., for Hongay. Oct. 19, Taickiow, British str., for Swatow. Oct. 19, Charlerhouse, British str., for Amoy. Oct. 19, Shiramubi, Japanese torpedo-boat, for

Oct. 19, Heidelberg, Ger. str., for Yokohama. Oct. 19, Progress, German str., for Kobe. Oct. 19, Arratoon Apcar, British str., for Straits. Oct. 19, Sibiria, German str., for Japan. Oct. 19, Kwanglee, Chinese str., for Shanghai.

Oct. 19; Conch, British str., for Saigon. Oct. 19, Hue, French str., for Haiphong. Oct. 19, Kinshiu Maru, Japanese str., for Sent-

Oct. 19, Nippon Maru, Japanese str., for San Francisco.

Passengers-Arrived.

Per Suisang, from Calcutta, &c.-Mr. and Mrs. Tate, and 379 Chinese.

Per Hakuai Maru, from Swatow-Dr. Danenberg, Mr. Danenberg, and 84 Chinese. Per Tamba Maru, from Kobe for Hongkong -Messrs, Y. Kobayashi, D. Go, Mrs. N. Mc-Crackin, Mr. S. Dadler, and 7 Chinese. For Singapore-Mr. J. G. Johnston, Miss M. Kattle, and 52 Chinese. For Fort Said-Mr. J. Yamada. For Marseilles-Mr. J. Gassuc. For London -Lieut. M. Krinada, I.J.N., Surgeon S. Ishizaka, I.J.N., Staff-paymaster G. Saito, I.J.N., Mr. Y. Kawashima, Mr. and Mrs. T. Matsumot and 3 children, and J. W. Withington.

Per Kasuga Maru, from Australian Ports for Hongkong-Messrs. J. J. Francis, Q.C., C. W. Berigny, Mrs. E. Robinson, Misses M. Wilson (2), Mrs. and Miss Torrance, Messrs. Godman, C. B. Godman, Mr. and Mrs. Clarke, Messrs. Battlett, Jewell, Major Swayer, Mr W. Gough, Miss Gough, Mrs. Hamilton, Messrs. Hesketh. N. Inovege, 3 Europeans, 41 Chinese, and I apanese in steerage. For Japan-Mr. and Mrs. N. Barrand, Mr. and Mrs. Reyer and child, Mr. S. Suzuki, Miss Y. Ito, I European and 7 Japanese in steerage.

Per Formosa, from Coast Ports-3 Chinese, and 2 Japanese.

' Departed.

Per Nippon Maru, for Shanghai-Messrs. A.H. Briddes K. U. Sz. W. I. Gresson and servant, H. Silvester and servant, K. Kagami, and Mrs. Timdolin. For Nagasaki-Mr. A. Loureiro. For Kobe-Mrs. W. F. Wenyon. For Yokohama-Messrs. T. Miyasaki, P. Hattori, Siu Sing and servant, and 2 Japanese, For San Francisco-Messrs. Geo. Scott, F. H. Hibert, Mrs. K. Piver, Miss Gladys Piver, Messrs. Wong Fuk Yew and infant, Wong Foey, Mrs. Wong Chu She, Wong Kin Chong, Miss Chu Lin Hong, Miss Wong Kin Nai, H. B. Kendrich, F. W. Weber, and Mrs. F. E. Johnson. For London-Miss M. Torrance, and Mrs. H. G. Torrance.

STEAMERS EXPECTED.

Names."	From.	Due.
Pekin	Singapore	Oct. 21st
pranacca Same	Coingapore	Oct 21st
Annam	Jangon	Oct. 22nd
Changsha	Port Darwin	Oct. 24th
Marke Maru	Singapore	Oct. 24th
Yawata Maru Bormida	Singapore	Oct. 25th
Copac	dapan	Oct. 28th
Queen Adelaide Empress of India.	Vancouver	Nov. 8th
America Maru	San Francisco	Nov. 11th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectifully arge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available of armation every day.

PROJECTED SAILINGS

		- CLEB CHILDREN CO	
S.	Ship.	Destination;	Date.
k,			
	Abergeldie :	Portland, &c	Nov. 11th.
	Algoa	San Francisco, &c.	Nov. 21st
	Ambria	Havre, &c	Dec. 24th
	America Maru	San Francisco, &c.	Nov. 14th
	Argyll	New York, &c	Oct. 25th
	Bamberg	Havre, &c	Nov. 28th
	Bayern	Straits, &c	Nov. 8th
	Bengal	Shanghai	Oct. 28th
	Breconsnire	Victoria, B.C	Oct. 28th
	Candia	London, &c	Oct. 24th
	Cartiste City:	San Diego, &c	Dec. 31st
	Charachae Charachae	San Diego, &c	Nov. 15th
'	Changsna	Yokohama & Kobo	Oct. 25th
	Chausana	San Francisco, &c.	Dec. 16th
th-	Choysang	Manila 4	Oct. 24th
W÷.	City of Dublin !!.	Victoria, B.C	Dec. 30th
rd	Copue	San Francisco, &c. San Francisco, &c.	Nov. 4th
æ,	Doric	San Francisco, &c.	Dec. 23rd
78,	Eastern	Sydney, &c	Oct. 20th
7.	Emp. China	Vancouver, &c	
hes !	Emp. India	11	Nov. 22nd
a,	Emp. Japan	A manual Se Wanner	Dec. 20th
	Contid	Amoy & Tamsui	Oct 21st
,	Uniching	San Francisco, &c.	Nov. 30th
	Haileana	Swatow, &c	Oct. 22nd
	Halanai Masu	Swatow	Oct 20th
	Hestor	Vladivostock, &c	OCL 20th
	Honelene Man	London	NOV., 14th
-	Tour Tour	San Francisco, &c.	Dec. 9th
[Kuelemba	London	Nov. 2nd
E.	Vacuas Mars	Straits, &c	lan. 24th
ts	Kaunchi Masu	Japan Marseilles, &c	OCL 215t
מכ	Kanach Matu	Straits, &c	Nov. 3rd
.	Kinigeherg	Havre, &c.	Dec. 13th
₫,]	Malacca	Japan	Oct cond
b,	Monmouthshire	Portland, &c.	Dec 22nd
ıl.	Nanyang	Manila	Oct toth
٠	Ninpon Maru	San Francisco &cc	Ing and
o,	Oanfa	San Francisco, &c. Marseilles, &c	Oct seth
t.,	Oldenburg	Singapore, &c	Feb 21st
	Onsang	San Francisco, &c.	Oct. 25th
th	Orestes	London	Oct. atet
	Parramatta	Europe, &c	Oct. 28th
	Preussen	Straits, &c.	Ian, 10th
n	Prinz Heinrich	Straits, &c.	Dec. 27th
t.,	Queen Adelaide	Victoria, B.C.	Nov. 18th
	Rohilla	Japan	Oct. 20th
ſ. Ł,	Sachsen	Victoria, B.C Japan Straits, &c Victoria, B.C	Feb. 7th
,,	Saint Irene	Victoria, B.C.	Dec. oth
a.	**** * *	4	

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust. :- "Having been a great sufferer from. pulmonary attacks and gradually wasting away. for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In adition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Watkins & Co., Hongkong .- [Advl.

Sibiria Havre, &c. Nov. 19th

St. Mark New York, &c..... Qk. desp.

Strathgyle San Diego, &c. ... Dec. 15th

Suevia Havre, &c. Nov. 12th

Tamba Maru ... Marscilles, &c..... Oct. 21st.

Tamsui Maru ... Swatow, &c Oct. 22nd

Tsinan Sydney, &c..... Oct. 28th

Yawata Maru ... Manila, &c. Oct. 27th



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES. MARSEILLES, LONDON & ANT.) TAMBA MARU SATURDAY, 21st October, WERP VIA SINGAPORE, PENANC, J. W. Wale COLOMBO and PORT SAID. at Noon.

KASUGA MARU...... [NAGASAKI, KOBE and YOKO-2 SATURDAY, 21st October, E, W. Haswell { RAMA (VLADIVOSTOCK, VIA SWATOW, THURSDAY, 26th October, AMOY, SHANGHAI, WEI-HAI-WEI, at Noon.

(MANILA, THURSDAY ISLAND,)

TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE...) YAWATA MARU...... A. E. Moses

(MARSEILLES, LONDON, and) FRIDAY, 3rd November, KAWACHI MARU..... ANTWERP, VIA SINGAPORE, S J. T. Thompson PENANG, COLOMBO & PORT SAID

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA. Manager, . Hongkong, 12th October, 1899.

"CLAYMORE."

WHISKY FINE

SOLE AGENTS:-

· HONGKONG:

VICTORIA DISPENSARY,

1247a]

W: Nishimura

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

Coast Port Orders Executed.

ACHEE & Co..

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

Dr. KNORR'S ANTIPYRINE

Dr. OVERLACH'S MIGRAININE

patented "BLION BRAND" In Powder and Crystals, also in Drops of 5 . grains, easily soluble in Water,

Wine, &c. FEVER, RHEUMATICAND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER-PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly

"LION BRAND" (ANTIPYRINE-CAFFEINE-CITRATE.)

(1) Excellent results in the severest cases of migrainine, as well as in headache arising from alcoholic, nicetine and morphia poisoning, neurasthenia, influenza, grippe, etc. (2) The best antifyretic, even in threatened

collapse, because the caffeine of Migrainine acts simultaneously as an analeptic, Use only DR. OVERLACH'S MIGRAININE, their journey at any point en route. Lion Brand," and always prescribe MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in

Sole Manufacturers :--FARHWERKEVORM. MEISTER LUCIUS & BRUNING, HOECHST o. M.

Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO., SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

UNTOUCHED BY HAND.

and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND,

JAPANESE FINE ART CURIOS. 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

ARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success. Thoroughly reliable preservative for Wood

Rot and Dampness. Sole Agents for China, LUTGENS, EINSTMANN & Co.

and Stone against White Ants, Decay, Fungus

Hongkong, 11th September, 1896.

LEVY HERMANOS.

NAMOND MERCHANTS, JEWEL. LERS AND WATCHMAKERS. -Solo-Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ldi, DUNLOP TYRES'S. BICYCLES -PRICE ... \$160. A special reliable Watch made for this Climate Quality A......\$16 Quality B.....\$12

40, QUEEN'S ROAD,
Watson's Building.

& KOMOR, MITSUIBUSSAN KAISHA.

No. 6, Ice House Street, Praya Central. Head Office:-TOKIO. Branch Offices :-

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN. ... [42 NEWCHWANG and all Ports in JAPAN. Agencies :--Milki Coal Mines.

Kanada Coal Mines. Hokoku Coal Mines. Yoshinotani Coal Mines. Ohnoura Coal Mines. No. 1, Ohtsuji Coal Mines. Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanegaluchi Cotton Spinning Mills.

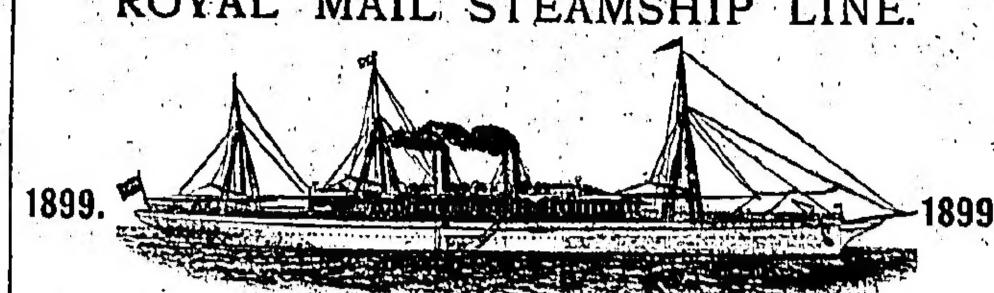
. Shanghai Cotton Spinning Mills. Tokio Conon Spinning Mills. Milke Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company.

MITSUL BUSSAN KAISHA, . K. HASEGAWA,

Manager. Hongkong, 19th August, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY.

 $_{\circ}$ SPEED, $_{\circ}$

PUNCTUALITY.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMAPNY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

AMERICAN PORTS.)

"PARRAMATTA,"

Captain A. Symons, carrying Her' Majesty's

Mails, will be despatched from this for

BOMBAY, &c., on SATURDAY, the 28th

instant, at Noon, taking Passengers and Cargo

Silk and Valuables, all Cargo for France,

Parcels will be received at this Office until 4

Shippers are particularly requested to note

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA;

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG,

-- (Subject-to-alteration.)

König Albert | Wednesday | 13th Dec.

Karlsruhe | Wednesday | 24th Jan.

Prinz Heinrich ... | Wednesday | 2nd May.

Preussen | Wednesday | 16th Mav.

N WEDNESDAY, the 8th day of Nov.,

CARGO, will leave this Port as above, calling

Shipping Orders will be granted till Noon on

Monday, the 6th November. Cargo and Specie

will be received on board until 5 P.M. on

TUESDAY, the 7th November, and Parcels will

be received at the Agency's Office until NOON-

on TUESDAY, the 7th November. Contents of

Packages are required. No Parcel Receipts

The Steamer has splendid Accommodation

will be signed for less than \$2.50 and Parcels

should not exceed Two Cubic .- Feet in

and carries a Doctor and a Stewardess,

Linen can be washed on board.

[11] Hongkong, 13th October, 1899.

For further Particulars, apply to

at NAPLES and GENOA.

Measurement.

BILLS OF LADING FOR THE PRIN-

H. A. RITCHIE,

Superintendent.

For further Particulars apply to

Hongkong, 16th October, 1899.

and Tea for London (under arrangement) will

THE Steamship

for the above Ports.

Bills of Lading.

PERSIAN GULF, CONTINENTAL and

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

PROPOSED SAILINGS FROM HONGKONG.

Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R.... WEDNESDAY, 25th Oct., 1899. EMPRESS OF . INDIA ... Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899. EMPRESS OF JAPAN ... Comdr. G. D. Bowles, R.N.R.... WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT-MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Hongkong, 27th September, 1899. Pedder's Street.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. AMERICA MARU (vin: Shanghai, Nagasaki, Tuesday, 14th Nov.,

Kobe, Inland Sea, at Noon. Yokohama & Hono-HONGKONG MARUN

(via Shanghai, Naga-Saturday, 9th Dec., saki, Kobe, Inland at Noon. Sea, Yokohama and Honolulu) NIPPON MARU (via)

Shanghai, Nagasaki, Wednesday, 3rd Jan., Kobe, Inland Sea, 1900, at Noon. Yokohama & Hono-

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND be transhipped at Colombo into a steamer SEA, YOKOHAMA and HONOLULU, on proceeding direct to Marseilles and London; TUESDAY, the 14th November, at Noon, other Cargo for London, &c., will be conveyed taking Freight and Passengers for Japan, the vid Bombay. United States, and Europe. P.M. the day before sailing. The Contents and

Steamers of this line pass through the IN. Value of all Packages are required. LAND SEA OF JAPAN, and call at HONQ; LULU, and Passengers are allowed to break the terms and conditions of the Company's

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN - PACIFIC, CENTRAL PACIFIC, UnionsPacific, Denver and Rio GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

ANTWERP, BREMEN AND HAMBURG, Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. Union Pacific, DENVER and RIO GRANDE, and other direct connecting Railways and from GALVESTON, AND SOUTH AMERICAN Chicago to destination the choice of direct

Particulars of the various routes can be had! THE COMPANY'S STEAMERS WILL CALL AT on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European N.B.-CARGO CAN BE TAKEN ON THROUGH officials in the service of China and Japan, and -to-Government-officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports Bayern | Wednesday | 8th Nov. in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until a Prine Heinrich ... | Wednesday | 27th Dec. P.M. the day previous to sailing. Parcel Preussen | Wednesday | 10th Jan. Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is Sachsen | Wednesday | 7th Feb.

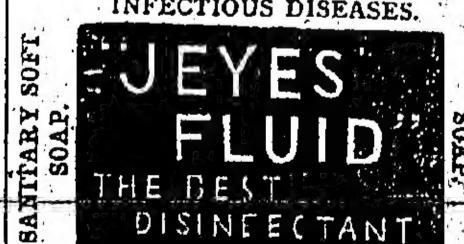
Oldenburg | Wednesday | 21st Feb. Consular Invoices to accompany Cargo des-Bayern | Wednesday | 7th March. tined to points beyond San Francisco in the United States should be sent to the Company's Stuttgart | Wednesday | 21st March. Office in Sealed Envelopes, addressed to the Kinig Albert | Wednesday | 4th April. Collector of Customs at San Francisco. Weimar | Wednesday | 18th April.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent,

Hamburg | Wednesday | 30th May. Hongkong, 19th October, 1899. ship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE. . W. G. HUMPHREYS & Co.,

Bank Buildings. [44]. Hongkong, 9th March, 1897,

NORDDEUTSCHER LLOYD. (Freight Service.)



Mails.

HAMBURG-AMERIKA LINIE.

(East Asiatic Service.) (Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante; Black SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

9 4 4	SUBJECT TO ALTERATION
STEAMERS.	DESTINATIONS.
SUEVIA) MARSEILLES, HAVRES HAMBURG, C.
Forck) (LONDON with transhipment in HAMBURG)?
*SIBIRIA	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)
BAMBERG	HAVRE and HAMBURG.
Mayer	(LONDON with transhipment in HAMBURG) [1
*KONIGSBERG	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)
AMBRIA	HAVRE and HAMBURG
Burmeister	(LONDON with transhipment in HAMBURG)

ILING DATES. November. About, 19th ? Freight and November. Passage. About 28th Freight. November. About 10th Freight and Passage. About 24th December.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

981]

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

VIA INLAND SEA OF JAPAN AND

HONOLULU. Taking Cargo and Passengers to Japan Ports, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and

SOUTH AMERICA, &c.,		٠,		
Thyra	1.3,496	Sunday	Oct.	2
Carmarthenshire.	2,929	about	Nov.	11
Strathgyle	5,023	about	Dec.	15
Carlisle City	3,002	àbout	Dec.	31

THE Steamship "THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on SUNDAY. the 22nd October.

Through Bills of Lading issued to any point-

in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

Passage, apply to BUTTERFIELD & SWIRE, Hongkong, China and Japan.

Hongkong, 18th October, 1800_ [1330] U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND

HONOLULU. PROPOSED SAILINGS FROM HONGKONG. *Onsang (via Naga-) Wednesday, 25th Oct.,

* at Noon. hama) *Algoa (via Moji, Kohe,) Tuesday, 21st Nov., at Noon,

lulu)...... China (via Shanghai, Nagasaki, Kobe, In- (Saturday, 16th Dec., land Sea, Yokohama

at Noon. and Honolulu) (* Taking Cargo only.)

THE Chartered Steamship

"ONSANG," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon. Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines.

of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACI-FIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to. the regular tariff rate.

Passengers holding Orders FOR OVER SHANGHAI, NAGASAKI, KOBE, IN LAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago and passengers are allowed to break their to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Through Bills of Lading issued for transport. Diplomatic and Civil Services, to European ation to Yokohama and other Japan Ports, to Officials in the service of China and Japan, and San Franscisco, to Atlantic and Inland Cities to Government officials and their families. of the United States, via Overland Railways, to Passengers who have paid full fare, re-em-

Freight will be received on board until 4 pem not apply to through fares for China and Japan the day previous to sailing, Parcel Packages lo Europe.
will be received at the Office until 5 P.M. same All PARCEL PACKAGES should be marked to day; all Parcel Packages should be marked to address in full; and same will be received at address in full; value of same is required.

tined to Points beyond San Francisco, in the Collector of Customs at San Francisco. For further information as to Passage and

STEAMSHIP COMPANIES. VIA SHANGHAI, INLAND SEA, KOBE. AND YOKOHAMA. PROPOSED SAILINGS FROM

HONGKONG. FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

	NORTHERN	PACII	PACIFIC RAILWAY CO		
	Breconshire				
	Queen Adelaide	2,832	F. McNair.	Nov. 18	
	Saint Irene	3,877	W. Attree	Dec. o	
	City of Dublin	3,328	J. R. Rae	Dec. 30	
J					

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-TION COMPANY.

Abergeldie | 3.777 | J. Murray ... | Nov. 11. Monmouthshire | 2,874 | W.A.Evans | Dec. 23. Abergeldie | 3,777 | J. Murray ... | Jan. 27. HE attention of Passengers is directed to

the very cheap rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation, First-class Tables. Doctor and Stewardess carried. HONGKONG TO NEW YORK £41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery

of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class. ATLANTIC MAIL LINES. = HONGKONG TO TACOMA £28. For futher information as to Freight or Rates or Passage to other Points on application,

Special rates allowed to members of Govern. ment Services. Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash, or Port-land, Or. (whichever may be the destination of the Steamer). Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day previous to sailing. For further information apply to. DODWELL & CO., LIMITED.

Hongkong, 19th October, 1899. OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

General Agents.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING

STEAMERS VIA INLAND SEA OF JAPAN AND HONOLULU

PROPOSED SAILINGS FROM HONGKONG Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 4th. Nov., land Sea, Yokohama at Noon. and Honolulu). Gaelle-(via Shanghai,) Nagasaki, Kobe, In- (Thursday, 30th Nov.,

land Sea, Yokohama (at Noon. and Honolulu). Doric (via Shanghai, Nagasaki, Kobe, In- (Saturday, 23rd Dec., land Sca, Yokohama at Noon.

THE Company's Steamship

and Honolulu).

"COPTIC" will be despatched for SAN FRANCISCO, via LAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu. journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Special rates (first class only) are granted to of the United States or Canada. Rates, and lines of Steamers, and to the principal cities Missionaries, members of the Naval, Military, particulars of the various Routes may be ob-Officers in the service of China and Japan, and Special rates (First-class only) are granted to Government officials and their families, to Missionaries, members of the Naval, Military, tained upon application.

Havana, Trinidad, and Demerara, and to ports barking at San Francisco for China or Japan in Mexico, Central and South America, by the (or vice versa) within one year, will be allowed Company's and connecting Steamers. a discount of to per cent. This allowance does

address in full; value of same is required. the Company's Office until Five P.M. the day Consular Invoices to accompany Cargo des. Previous to sailing tined to Points beyond San Francisco, in the Consular Invoices to accompany Cargo des-

United Stires, should be sent to the Company's tilled to Tomis beyond San Francisco in the Office in Scaled Envelopes, addressed to the United States, should be sent to the Company's Offices, addressed to the Collector of Customs. San Francisco, 70,2

For further information as to rassage and Freight, apply to the Agency of the Company, Queen's Building,

J. S. VAN BUREN, Agent

Hongkong, 5th October, 1800

1 Hongkong tolk October, 1800

MELCHERS & Co.,

THE BOER WAR IN 1881.

Events in the Transvaal are, of course, drawing the attention of the nations of the world thitherward at present, even more than the war of 1881 did. There is very little we can call to mind which will reflect credit upon our doings during that war, particularly when we remember the collapse and flight of our soldiers from Majuba Hill, especially at time when they held the best position and when the Boers were preparing to move off; but, bad as the case was, it will not be amiss just now, perhaps, to recall what happened during that

Most of the troops, including all the cavalry and most of the artillery, had been withdrawn from South Africa after the Zulu war. When the garrisons in the Transvaal were hemmed in, the only troops at General Colley's disposal were those he could collect in Natal. By the end of January he had gathered about 1,200 men at Newcastle, between Durban and the Transvaal frontier. This force was described as the "Relief Column." It was quite incompetent to reduce the Boer rebels to submission, and was intended simply to relieve the beleagured garrisons, for which purpose it was accompanied by a long train of waggons laden and the long column wended its way towards Lang's Nek as cheerfully as the rainy weather and the trouble attending movements hamper-

The Boers were then encamped on Lang's | sky line. Nek, a position they had seized some weeks the Transvaal border within Natal. Their force was composed of about 2,500 men a number which later on was increased to about

General Colley reached Mount Prospect, Prospect, but was not entrenched or even the force lay inactive on the 27th. On the protect the camp, the General moved out and. took up a position on level open ground to the right of the main road leading to the Nek. After the position had been shelled by the four down from the height it was eventually withbeen langered.

There can be little doubt but that the vast down, Colonel Deane, commanding the force, as the majority. All he knew, he said, A. D. C., to the General, and other officers. Colonel Deane led the attack in person and got close to the Boers entrenchment when he distance below the top of the hill had been was shot. The Boers actually engaged were not numerous, nor were they strongly en- fought its way back to camp. trenched. It was merely a matter of shooting. The engagement from the Boer point of view and General Colley recognized this too late. There was, however, no gloom in the camp that night. The feeling was that an accident had happened and that things would be put right before long. Late in the evening, part of marched down through Newcastle to where range, fifty miles from Lang's Nek and there encamped with a view of holding that position to facilitate the advance of the reinforcements then expected. A few days later came the defeats of Ingogo and Majuba Hill.

On the 8th February, General Colley moved out of his camp at Mount Prospect to re-open communications with Newcastle. He was stopped at the crossing of the Ingogo River. He had with him the 3rd-60th and two guns and although the opposition was weak at the outset he was unable to force his way through. By noon the Boers had been reinforced and their fire was deadly. The two guns were silenced, it being impossible for a gunner to stand up without being hit. In the afternoon the action may be said to have almost ceased as the Boers were then in considerable numbers and the British were powerless to move. When darkness set in the force was moved back over the Ingogo. The 3rd 6oth had to help to drag the guns, the limbers were abandoned, the wounded left on the field, under the care of a doctor and ten men Torrents of rain fell throughtout the night and a number of men and an officer, Lieutenant Wilkinson, were drowned in crossing the river, which was then in flood. The remnant of the force reached camp early in the morning in an exhausted condition. The losses were heavy. The troops had again shown gallantry, but they were shaken and had by this time acquired the belief that up to 500 or 600 yards it only became necessary to show one's self to be hit. This bellef was undoubtedly justified. At Lang's Nek, the Naval Brigade were working rockets, certainly over 600 yards from the Boers and were protected by the stone-wall of a cattle krant which gave them. simple protection as high as the shoulder, but it was not possible for a man to show his head without being hit. This was not due to volley. nring of neavy bre. It was individual marks. manship. The officers had at length begun to realize that without cavalry they were helpless and that the "Relief Column" could not longer fulfit its aim.

By this time, the reinforcements from India had landed and had moved up to the Biggars. and anxious to avenge their comrades

was busy arranging for the rapid concentration had with him a compact, tried and seasoned him to live on a salary which is not sufficient force, unhampered by transport, and it reached for him to meet the requirements, social and Newcastle unopposed and a few hundred/men otherwise, that are expected from him.

were pushed on to Colley's camp at Mount

Sir Pomeroy Colley bad in the meanwhile conceived the idea of turning the Boer position at the Nek by occupying Majuba, a flat-topped'hill to the left of the Boer position. He had received, as has been seen, some reinforcements; in forty-eight hours he would have had another thousand men and within a week several thousands. He elected to carry out his idea without waiting for them. The motive ascribed for this course of action was the fear that Sir Evelyn Wood would arrive on the scene and that any subsequent success would be attributed to that officer, who, as is. well known, was held in high estimation, not only by the Colonials, whom he freely consulted at all times, but by the Boers, many of whom had served under him during the Zulu

The result of his venture is now history. After a wearying night march, entailing a climb | the contraction of a habit they are now quite of some thousands of feet, he occupied the summit of Majuba early on the morning of the 27th February. Deducting stragglers and a company left about half a mile down the hillside, the force numbered betweed 350 and 400 men. It was principally composed of men of the 58th, the companies of the 92nd who had reached Mount Prospect, the Naval Brigade and some drafts of the 21st. The force was a very mixed one, to which fact the subsequent with provisions. General Colley was by no disaster is frequently and perhaps rightly means over confident of success, but there was attributed. The summit of the hill is like the no doubt in the minds of the officers and men, majority of South African mountains, flattopped. The diameter of the top was about 300 yards, and owing to the depression in the centre, the position was sheltered, except when ed by one hundred and fifty waggons allowed. the men lining the edge showed against the

When the Boers discovered that the hill was before. The main road from Newcastle into in the possession of the British, they prepared the Transvaal crossess the Drakensberg range to evacuate their position on Lang's Nek, conof mountains, some six or seven miles from sidering it untenable. They were actually unspanned, preparing to move off when one of their commandants, named Shmidt, renowned amongst them for his daring, collected a small number of the most venturesome and advanced to the attack. The number of the attacking about three miles from Lang's Nek on January | party did not at first exceed eighty. These 26, 1881. He marched without opposition, in were subsequently reinforced by others and by spite of the fact that he had to pass the their marksmanship at long ranges compelled Ingogo, where opposition might have been Colley's men who were lining the summit of expected. A camp was formed at Mount | Majuba to lie very close. The attacking party had good cover all the way up the slope from properly langered, because, no doubt, nobody | their camp on the Nek and their climb was as anticipated attack. Owing to rain and fog, nothing compared to what the British had undertaken. The advance was slow and till the 28th, leaving a few men, principally-drafts to afternoon the British had suffered but slight

The end, however, came with surprising rapidity. No clear explanation has ever been given of what occurred. A panic suddenly guns, the direct attack was made by the 58th | seized the party on the hill and they fled helter-(now the 2nd Northamptons), about 500 strong, skelter, their losses being almost altogether and the Mounted Company. The attack was incurred in their flight. It was said at the time repulsed with considerable loss. The gallantry | that the men's ammunition had run out but this of the troops could not be questioned. The was disproved, for the Boers found fair supplies 58th suffered severely, but retired in good order of ammunition on the hill. One fact worth and in a manner that elicited commendation | noting and one that amazed the Boers was that from the General in his despatch. The force a number of the rifles found on the hill had was then reformed on the plateau near the their sights up for long range firing which, no guns and for some hours awaited attack, but doubt, accounts for the small loss the Boers as the Boers showed no disposition to come suffered, one man killed and four wounded being undoubtedly what it cost them to dislodge drawn to the camp, which by that time had from an apparently impregnable position some 350 British troops, including a number of seasoned men fresh from Afghanistan, majority of the officers considered that the Many accounts have been given of the attack would be a walk-over. Nearly all the fight. That of one of the Naval Brigade the staff men in the fighting line were shot was the briefest and possibly as accurate Major Poole, R.A., Lieut Elwes, of the Guards, | was that it took him eight -- hours to get to the top of the hill and three --- jumps to get to the bottom. The company left some reinforced from Mount Prospect and eventually

Meanwhile Colley lay dead on Majuba hill There was no fight for him. That he welcomed was a simple mathematical problem. It would | death and possibly sought it is probable, but take the 58th so many minutes to ascend the | the stories relative to his having met it by his slope. It would take so many minutes for so own hand have no foundation. The Boers did many shots. The 58th had, in fact, no chance not shoot him when they reached the top knowing who he was. They were amazed to find him amongst the dead and on the discovery of his body were exultant not at his death, for they respected him, but at the fact of the fall of the leader of their foes which accenthe Mounted Force moved out of camp and tuated the completeness of their victory. His body was handed over to the British for interthe main road passes over the Biggarsberg ment. A week later, General Wood took over command and negotiations followed ending in a peace which every British resident in South Africa knew could only end in war sooner or

THE CROWN COLONIES.

LEGAL AUMINISTRATION NEEDS REFORM.

A correspondent of the Morning Post makes some very sensible remarks on the legal administration of the Crown Colonies which will soon have to be considered. Under the present system, in many instances, the writer says, too much work is demanded for too little pay; either the salaries should be larger or the number of Judges increased. Then, too, the duties of Puisne Judges and Chief Justices should be more clearly defined, while it would also be well if some way could be found whereby a Judge should know whether his appointment is for a few months or a term of years. He refers in this respect chiefly to the Judges in the Straits Settlements, who are expected to change their place of residence and move their household penates much in the same way as an officer in a marching regiment. He cannot help thinking that it would be a wiser plan to appoint a man to a certain post for a definite period. The same principle is seen in the moving of a Judge from one Colony to another. It would not, of course, do to abandon promotion, but why should not the promotion be from an inferior post in a Colony to a higher post in the same Colony? In the olden days the roving Judge was doubtless the most convenient and the most economical way of administering the law in the Crown Colonies, but now that this portion of the Empire has grown, and is growing still faster, it might perhaps be well to reconsider. the position. If this were done, we should probably hear less of its being impossible to get able barristers to go out to the Colonies. A man will not leave a certain income in England to take up a roving commission in the Colonial Service, but many a sound young lawyor would gladly enter the legal branch berg. They were splendid troops, they had of the Colonial Service if he knew that been through the Afghan war t were seasoned in course of time he was certain to rise nd anxious to avenge their comrades, to the post of Chief Justice in his own Colony, Sir Evelyn Wood had arrived before this and was sure of not having to meet the competition of the entire service at every step. of the forces. He advanced from the Biggars Again in certain Colonies the salaries paid are berg about the middle of February, leaving at quite inadequate to keep up the position redusk and making a forced march unhampered quired. No Judge may or gage in commercial by transport to the Ingagane river, where the enterprises or be a shareholder in any company advance of the reinforcements might possibly in a Crown Colony. Accordingly he has to be resisted by a commando of Free Staters. took on while other men are growing rich But although they were on the north bank of around him, and see the plums that might fall the Ingagane on the day before Wood's arrival, to his lot picked up by the local merchants and they fell back to Lang's Nek. The lugagane other residents. Doubtless these rules are right river is fifteen miles south of Newcastle and proper and even necessary. But it is Lang's Nek is thirty miles north. The Boers hardly fair to forbid a man to take advantage had thus penetrated far into Natal. Wood of his opportunities and at the same to compel

"JUST ANOTHER OUP."

A case was reported the other day of a New York woman who for over thirty years had been in the habit of drinking five quarts of strong black tea daily, and who as a consequence became almost blind.

Seeing in a medical journal that the drinking of ten was fast assuming the proportions of a craze, the writer recently consulted a doctor whose speciality is nerves.

"Is it true," the physician was asked, "that people drink more tea than is good for them?" "I should think it is," was the reply. "I have patients who assure me that the tea drinking they are compelled to undergo whilst paying afternoon calls, frequently amounting to a dozen cups in a few hours, has resulted in unable to give up.

"In the out-patient department of the hospital with which I am connected the teatippler is getting to be as common as the gintippler. I had one under my notice a few days ago a poor woman. She trembled as if she had the ague, and declared that, although she knew that it was the tea that had wrecked her nerves, she could no more give up the habit than the habitual drunkard could forswear alcohol.

"The numbers of anæmic and dyspeptic women and white, puny-faced children is alarmingly on the increase. I never ask what is the matter with them. 'Why do you drink so much tea?' is my first question. 'A cup of tea livens me up so," is the general reply." The doctor in question did not denounce the

use of tea, but its abuse. A cup of tea about an hour and a half after lunch he described as comforting and beneficial," but it should not exceed one cup, or at most two small ones. Above all, tea should not be taken on an empty

TRADE FOLLOWING THE FLAG.

The expression that "trade follows the flag! is so oft-quoted and so widely accepted that a contradiction of it, or an exception to it is worth nothing. In replying to two-pro-expansion arguments by the Hon. John Barrett, recent S. A. minister to Siam, and by senator Erye, both of whom held to the idea that trade follows the flag, the Springfield Republican says :--

"It is a curious fact that as these spokesmen were presenting what may be called the adminstration view, the treasury department at Washington was preparing to publish figures exhibiting the utter absurdity of it from a practical standpoint. The British trade organs have been complaining that American exports to South Africa are increasing much faster than British exports. It is pointed out that in February, for example, the British exports to British South Africa were only about \$32,000 larger than in the same month last year; while the American exports were in the same time \$362,000 larger. And in connection with these figures the treasury bureau of statistics at Washington calls attention to the fact that our exports to Africa have increased since 1894 from \$4,423,850 to \$17,515,730. Nothing like such a growth can be shown in the British export trade with that market. Here, then, is a case where trade does not follow the flag, but rather, as it were, seeks to avoid the flag. Political supremacy for Great Britain in South Africa does not assure commercial supremacy. In a country under British laws, trade being free, all nations have the same fair and equal prospect." "Trade follows the British flag " would be a

more truthful expression than the old one. Not necessarily British trade, but all trade. We can only hope to keep up British trade by careful study of the wants of consumers, and by striving to keep up the reputation for excellence of quality, which British goods formerly possessed. Here in Burma it may be noted that since the annexation of Upper Burma trade has enormously increased, but a very large proportion of the manufactured articles consumed come from Germany, Japan Belgium, Holland and America. In the French colonies where the fiscal policy of the government is entirely different, and everything is done to protect French manufactures competing with those from foreign countries, not a single French colonial possession pays its way. All are dependent on France, and drain it annually of greater or smaller-sums-of-money. They no doubt to some extent help French manufactures. But French trade with Great Britain and other countries which do not protect French goods is probably very much greater than French trade with French possessions abroad. No doubt our policy is the one which pays best in the long run, whilst all foreign powers seem quite willing to see "the white man's burden" largely assumed by England, as they know that where we annex we shall be sure to give every country a fair share with ourselves of all the trade capabilities of the new possession.-Rangoon Times.

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION

AGENTS. · PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS. SOLE AGENTS FOR-T J ARTMANN'S RAHTJEN'S GENUINE II COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES, Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK REASONABLE PRICES. Hongkong, 14th May, 1896.

EVERY KIND OF

NOTICE.

TIGHT SCHOOL for Europeans, by an. IN EX-SCHOOLMASTER. Terms moderate, for Particulars apply

c/o This Office. Hongkong, 18th August, 1899.

SIEN TING, SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE, Consultation free,

Hongkong, 27th September, 1898;

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW.

THE Company's Steamship

"HAILOONG," Captain Robson, will be despatched for the above Port, TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 19th October, 1899. THE CHINA AND MANILA STEAM-

"NANYANG."

SHIP COMPANY, LIMITED. FOR MANILA, VIA AMOY. HE Steamship

Captain Lehmann, will be despatched for the above Port, TO-MORROW, the 20th instant, This Steamer has Accommodation for For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers. Hongkong, 17th October, 1899. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUL THE Company's Steamship

"FORMOSA," Captain' Douglas, will be despatched for the above Port , on SATURDAY, the 21st instant, at Noon. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 18th October, 1899. CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAL THE Company's Steamship

"SZECHUEN," Hall, will be despatched above on SATURDAY, the 21st instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 18th October, 1899. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"CHOYSANG," Captain Bowker, will be despatched as above on TUESDAY, the 24th instant, at 4 P.M. · This Steamer has Accommodation for First class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 18th October, 1899. EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. Calling at Timor, Port Darwin & Queens-LAND PORTS, and taking through Cargo

to Adelaide, New Zealand, TASMANIA, &c.) THE Steamship

"EASTERN." Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage, -

This Steamer is installed throughout with the Electric-light. A Stewardess and a duly-qualified Surgeon are carried. N.B.-Return Tickets issued by this Com pany to and from AUSTRALIA, are available for

TION COMPANY and vice versa. For Freight or Passage, apply to GIBB. LIVINGSTON & Co., Hongkong, 4th October, 1899.

return by the Steamers of the CHINA NAVIGA-

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR MANILA. THE Steamship

"EASTERN." Captain Ellis, will be despatched as above SATURDAY, the 21st instant, at 4 P.M.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light. A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBE, LIVINGSTON & Co., Hongkong, 11th October, 1899. THE OSAKA SHOSEN KAISHA,

LIMITED. FOR SWATOW, AMOY AND TAMSUI THE Company's Steamship

"TAMSUI MARU." Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 22nd instant, at For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Hongkong, 16th October, 1899. [1213a WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," & "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at Kong-MOON, KANCHUCK, SAMSHUI, SHIUHING and

TAKHING. Both Vessels have Superior Accommodation for Saloon Passengers. Fares, including Sleeping Berth and Meals. -Hongkong to Sanshul,

Return Fare 35.00 The Attention of Passengers is drawn to the

Magnificient Scenery on the West River. Arrangements; can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAYES."

For further Information, apply to BUTTERFIED & SWIRE, Agents, Hongkong, toth October, 1899,

Shipping.

STEAMERS. FOR NEW YORK VIA SUEZ GANAL

THE Steamship will be despatched for the above port on or about the 25th instant, and will be followed by

S.S. "JOHN SANDERSON" to sail about S.S. ST. JEROME" to sail about 15th Nov. For Freight, apply to

DODWELL & CO., LIMITED, Hongkong, 13th October, 1899. THE CHINA MUTUAL STEAM NAVIGA

TION COMPANY, LIMITED. FOR MARSEILLES AND LONDON VIA STRAITS. (Taking Cargo at through Rates for LIVERPOOL

GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.) THE Company's Steamship 'OANFA,"

J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant. For Freight, &c., apply to HOLLIDAY, WISE & CO.,

Hongkong, 11th October, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship Captain Pulford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, 25th September, 1899.

OCEAN STEAMSHIP COMPANY, FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

Captain Barr, will be despatched as above on TUESDAY, the 14th November. For Freight, apply to

BUTTERFIELD & SWIRE, Hongkong, 9th October, 1899.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the

Goods are landed From London, &c., ex S.S. Oceana and Himalaya From Italy, ex S.S. Thames and Ceylon.

From Australia, ex S.S. Australia. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

II A.M., TO-DAY. Goods not cleared by the 20th instant, at P.M. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage ob- NOTE ADDRESS:-13, PRAYA CENTRAL. tained from the Godown Company within ten days after the Vessel's arrival here, after which

no Claims will be recognised. H. A. RITCHIE, Superintendent.

Hongkong, 14th October, 1899. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, FIUME, PORT SAID,

ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

" POSEIDON."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo :-

From Trieste, ex S.S. Ers. Fr. Ferdinand transhipped at Bombay From Venice, ex S.S. Massimiliano-tran-

shipped at Trieste. Optional Cargo will be discharged here. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent. Bills of Lading will be countersigned by

SANDER, WIELER & Co., Hongkong, 14th October, 1899. NORDDEUTSCHER LLOYD NOTICE TO CONSIGNEES,

S.S. "BAYERN,"

THE above named Steamer having arrived, L Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon. Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. No Claims will be admitted after the Goods

have left the Godowns and all Goods remaining undelivered after the 24th instant, will be subject All broken, chafed and damaged Goods are to be left in the Godowns, where they will be

examined on TUESDAY, the 24th instant. and THURSDAY, the 26th instant, at 9.30 A.M. All Claims must reach us before the 3rd November, or they will not be recognized. Bills of Lading will be countersigned by the Undersigned.

· No Fire Insurance has been effected. MELCHERS & Co., Agents Hongkong, 17th October, 1899.

Shipping.

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK. THE 3/3 A.I.I. American Ship

will load here for the above Ports and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & CO. Hongkong, 20th September, 1899. [1198a]

Dudley, Master, shortly expected from MANILA.

Autimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum; PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B. -A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES. CRIPTION IN STOCK-

INCLUDING:-BATTERIES,

THEMICALS

E LECTRIC BELLS, INSULATORS.

IGHTNING CONDUCTORS TELEPHONES,

X/IRE, &c., &c.,

ELECTRIC'BELL INSTALLATIONS,

Erected and kept in order.

PRICE LISTS ON APPLICATION.

Estimates given for all kinds of Electrical

Trained Mechanicians sent to Out-Ports to fit up Installations if required,

For full particulars &c., &c., Apply, to

W. STUART HARRISON,

Hongkong, 18th January, 1898. CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars Watches awarded the highest Prizes at every Exhibition; and for Voigtiander and Sohn's'

Nos. 54 & 56, Queen's Road Central: 140 NOT SO FAR AWAY IN CHICAGO U.S.A.

CELEBRATED OPERA GLASSES

MARINE GLASSES and SPYGLASSES.

IB THE . " Greatest Mail Order House in the World. MONTSOMERY WARD & COMPANY

111 to 120 Michigan Ave.

who issue semi-annually the most com-

GENERAL CATALOGUE

Fretions, \$0.000 depends ble quotations, and Twenty SPECIAL PRIOR LISTS, devoted to distinctive lines of CENERAL MENCHANDISE, viz. FURNITURE, AORICULTURAL INPLEMENTS, WAG-ONS and CARRIAGES, DRUGS, MEDICINES, SEW-ING MACHINES, ORGANS, PIANOS, BOOKS on every subject, PHOTOGRAPHIO MATERIALS, URILDREN'S CARRIAGES, BOOTS and BILOTS, CLOTHING, CLOAKS, DRESSES, BIOYCLES, GROCERIES, HARDWALLE, CARPETS, DRY GOODS, WALL PAPEH, and HARBERS'SUPPLIES, Any one or all of these publications will be sent postpaid upon application to dwellers in foreign ends, including our "Hand Book for Fereign Hayers." Send in your request, induce your neighbors, friends and relatives to do so, and says of our limities facilities for filling orders expeditionally at minimum prices.

Goods Guarantood to Represented by Maney Refunded. Montgomery Ward & Co., CHICAGO, U. S. A. III to 120 MICHICAN AVENUE.

LET 'EM ALL COME

VIEE CHUN'S CTUDIO at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 200 May, 1800.

DENTISTRY

SUI SANG, (Lately Practising with Dr. I. SARATA). DENTIST,

No. 4, Queen's Road Central. [12934 Hongkong; 8th March, 1899;

Intimations.

GRIMAULT'S SYRUP

FOR DIBEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstinate Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME Prescribed by the leading medical authoritles in all countries for the last twentyfive years with the greatest success, it continues to retain its reputation where

all other medecines have failed.

of Imitations.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Nightsweats, and the Appetite improves rapidly-a fact soon demonstrated by an increase of weight and healthy appearance. Grimault's Syruphasa rose colour, and is sold in flat oval bottles. Boware

GRIMAULT & Co, Paris, Sold by all Chemists

MEE CHEUNG,

TOP FLOOR OF ICE HOUSE, IN . Ice-House Road.

S now in a position, in his New and Com-L modious Premises, to eclipse, as beretofore ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS

a speciality. Hongkong, 22nd September 1898.

NOTICE.

NIOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours :-

CHALLENGER, Amer. ship, Gould-Arnhold Karberg & Co.

REUCE, American ship, D. Whitmore-Stan-

The Share Market.

LATEST QUOTATIONS. (October 19th.)

Banks.

Hongkong and Shanghai Banking Corporation —325 per cent. prem.
The Bank of China & Japan, Ld.—(Preference)

The Bank of China & Japan, Ld.—(Ordinary) £1 buyers. The Hank of China & Japan, Ld.—(Deferred)—

£5.5 buyers. National Bank of China, Ld.-\$27 buyers.

-\$27 buyers. Marine Insurances.

Union Insurance Society of Canton, Ld. -\$242, China Traders' Insurance Co., Limited-\$601. North China Insurance Co., Ld.—Tls. 200. Yangtsze Insurance Assoc. Ld.—\$121. Canton Insurance Office, Ld.—\$137. Straits Insurance Co., Ld.—S5.

Fire Insurances. Hongkong Fire Ins. Co., Ld.—\$330. China Fire Ins. Co., Ld.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$30. Indo-China Steam Navigation Company, Ld.

China and Manila S.S. Co., Ld.--\$90. Douglas Steamship Co., Ld.--\$471. China Mutual S. N. Co., Ld., (Preference)-

£9.10 buyers. China Mutual S. N. Co., Ld.-(Ordinary)-£5,10 buyers.

China Mutual S. N. Co., Ld.—(Ordinary)—£3 Star Ferry Co., Ld.-\$191.

Rollneries. China Sugar Refining Co., Ld.-\$138.

Luzon Sugar Refining Co., Ld.-\$54. Mining.

Punjom Mining Co., Ld.-\$91. Preference Shares-\$2. Société Française des Charbonnages du Ton-

kin-\$245. Queen Mines, Limited-So.45. Jelebu Mining and Trading Co., Ld. -- \$14}. Raub A'lian Gold Mining Co., Ld.-\$65. Olivers Freehold Mines, Ld.—(A) 511.50. Olivers Freehold Mines, Ld.-(B) \$6.50.

Great Eastern and Caledonian Gold Mining Co., Ld.-\$1.80. ... Docks, Wharves and Godowns. Hongkong & Whampon Dock Co., Ld .- 515.

Hongkong and Kowloon Wharf and Godown Company, Limited-\$92. Wanchai Warehouse and Storage Co., Ld. -\$45

New Amoy Dock Co., Ld. -\$18} Lands, Hotels and Buildings, China Provident Loan and Mortgage Co., Ld.

-\$9.50 buyers. Hongkong Land Investment and Agency Co. Kowloon Land and Building Co., Ld.-528.

West Point Building Co., Ld.-530. Hongkong Hotel Co., Ld.-\$125. Humphrey's Estate and Finance Co., Ld .-

Miscellaneous. Green Island Cement Co., Ld.-\$29. Ching-Borneo Co., Limited—101 buyers. A. S. Watson & Co., Limited-\$16.75. Hongkong Electric Co., Limited-\$13. Hongkong and China Gas Co., Ld.-\$130 Hongkong Rope Manufacturing Co., Ld. -\$189. DR. HANS JURG KIER, Norwegian steamer, Geo. Fenwick & Co., Ld. -\$421.

Hongkong Ice Co., Ld.-\$127. Hongkong High-Level Tramways Co., Ld,-:Dairy Farm Co., Limited-56. Hongkong & China Bakery Co., Ld.-525. Campbell, Moore & Co., Ld.--\$15 buyers. Bell's Asbestos Eastern Agency, Limited-LI

nominal. Bells Asbestos Eastern Agency, Ld. -\$5. Carmichnel & Co., Limited.—\$8.

Hongkong Cotton Spinoing, Weaving and Dyeing Co., Ld.—\$60.-Ewo Cotton Spinning & W. Co., Ed. - Tls. 66. International Cotton M'fg. Co., Ld.-Tls. 75. Laou-kong-mow Courn Spinning & Weaving Co., Ld.-Tis. 771.

Soy Chee Cotton Spinning Co., Ld.—Tls. 350. Yahloong Cotton Spinning Co., Ld.—Tls. 55. Tebrau Planting Co., Ld.—\$4 per share, Tebran Planting Co., Ld.-\$5. BENJAMIN, KELLY & POTTS (Share Brokers.) Telegraph Address-"Rialto."

EXCHANGE.

Hongkong, 19th October. ON LONDON, Telegraphic Transfer1/10 Bank Bills, on demand 1/10 15/16 Credits, 4 months' sight 1/11 D'ments, 4 months' sight1/11 Bank Bills, on demand 3.41 Credits, 4 months' sight 2.47 ON NEW YORK, Bank Bills, on demand ...46 Credits, 30 days' sight47 ON BOMBAY, Telegraphic Transfer141 On demand142 ON SHANGHAI, Telegraphic Transfer727
Private, 30 days' sight73 ON YOKOHAMA, T.T.61 per cent. prem.

Gold Leaf 100 touch, per tael54.25 Bar Silver......26 11/16

OPIUM QUOTATIONS. Hongkong, 19th October. New Patna930 New Benares910 New Malwa860 per picul.

Misses Scott (2)

VISITORS AT THE HONGKONG HOTEL.

Old Malwa......875

Persian, paper tied800

Mr. T. S. Meser Mr. J. H. Aitken Mrs. John Angus Mr. E. O. Murphy Mr. W. S. Bailey Capt. and Mrs. Myhre Mr. A. C. Van Nierop Mr. B. J. Barlow Mr. J. F. M. Bartlett-Mr. J. J. O'Neill Mr. S. Ohara Mr. L. Benjamin Mr. W. M. Black Mr. G. Ouchi Mr. M. Pando Mr. F. Bonnet Mr. and Mrs. A. H. Mr. W. Parfitt Bottenheim Mr. G. Brusse Mr. T. F. Burgdorff

Mr. J. C. Perry Mr. Reeves - Mr. F. Reibero Mr. F. W. Callsen Mr. A. Reid. Mr. C. Carlson Mrs. H. Renjes, child Mr. A. B. Carter and nurse Dr. and Mrs. F. Clark Mr. and Mrs. C. E. Mr. and Mrs. M. A. Richardson Clark Miss Richardson Mr. P. C. Denroche Mr. G. E. Richardson Mr. S. J. Robins

Mrs. Robinson Mr. D. Earnshaw Mr. and Mrs. F. H. Mr. and Mrs. Ruhstrat Eldridge. Major I. E. Sawyer Mr. W. Fuckel Mr. & Mrs. K. Gibson Mr. H. Simmins Capt. Goddard Mr. A. Spagnolo Mr. C. B. G. Godman Mr. M. Steger - and valet 🐃 Mr. B. Taylor Mr.-G. Godman

Mrs. C. Thomas Mr. and Mrs. Gough Mr. and Mrs. R. S. Miss Gough Thoms Major and Mrs. Griffin Misses Thoms (2) Mr. and Mrs. Harris Mrs. H. H. Todd and 'Mr. G. Havers family Mr. H. S. Vaughan Mrs. Haywood Major and Mrs. Higgs Capt. R. Unsworth Mr. T. Howard Lieut. Urvoy Majorand Mrs. Jeffreys Mr. B. T. Walling

Mr. and Mrs. A. W. Mr. and Mrs. Joseph Mr. E. A. Katsch Mr. and Mrs. Bagnall Mr. Kinghorn Mrs. J. Williamson Mr. J. Kirkwood Mr. L. S. Williamson Mr. Z. Kobayashi Prince Konoys Mrs. D. Wilson Mr. E. A. Leggatt Miss'Wilson Mr. and Mrs. J. B. Mr. L. A. Levy Mr. J. Y. Mayston Worfield Mrs. McCrackin and Mr. W. J. Wright

child Mr. J. M. de Zuniga VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. H. F. R. Brayne Mr. J. Lamke Mr. P. Bure* Mr. J. E. Lee Mr. C. W. Longuet___ Capt. van Corbach Mr. G. H. Dann Mr. and Mrs. W. H. Mr. R. Mitchell Davis and child Mr. A. L. Denison Mr. P. Dow Col. G. J. H. Evatt Mr. J. S. Ezekiel Mr. R. M. Ezekiel

Mr. K. W. Nordman I. Von Oertzen Lt.-Col. The O'Gorman Dr. Marx Peters Hon, H. E. Pollock Capt. H. V. Prynne. Comdr. R. M. Rumsey Mr. A. Forbes Lt.-Col. A. R. Fraser Mr. H. H. Gompertz Colonel E. H. Gorges W. E. Home Major G. R. St. John

Mr. E. Sharp Mr. A. Sinclair Mr. A. Findlay Smith Staff-Surgeon and Mrs. Mr. A. G. Stokes Mr. A. P. Stokes Mr. O. D. Thomson Mr. H. B. Kendrick Mr. G. H. Wheeler

Mrs. C. W. Longuet

Capt. F. Koford CRAGIEBURN.

Rev. F. Flynn, R.N. Mrs. Simmonds Hon, and Mrs. R. D. The Government Civil -Ormsby Miss Ormshy Miss G. L. Palethorpe Mr. and Mrs. W. E. Capt. C. B. Simmonds, Mr. Hugo Silvestri

Hospital Sisters Miss Yorke Triscott Turner Consul Volpicelli Madame Volpicelli

VESSELS IN PORT.

Steamers.

ATHENIAN, British steamer, 2,440, H. Mowatt, tzth Oct., -- Manila 9th Oct., Ballast, -- U. S. Trooper.

BELLEROPHON, British steamer, 1,288, Lyons, 16th Oct.,-Panarockan 5th Oct., Sugar,-Butterfield & Swire. BRECONSHIRE, British steamer, 2,323, Elliott

8th Oct.,—Colombo 20th Sept., Ballast.—
Dodwell & Co. CHOWFA, British steamer, 1,050, J. Williamson, 18th Oct., -Bangkok 9th Oct., and Koh-sichang 11th, General.—Butterfield & Swire. CHUNSANG, British steamer, 1,474, E. J. Buller,

16th Oct., -Java 7th Oct., Sugar, -- Jardine, Matheson & Co. DAPHNE, German steamer, 1,292, Th. Nissen, 13th Oct., -Moji 8th Oct., Coal, -Siemssen

DEUTEROS, German steamer, 1,001, E. Petersen, 15th Oct,-Saigon 11th Oct., Rice,-Siemssen & Co.

691, H. Lersbryggen, 13th Oct.,—Yoko-hama 6th Oct., Ballast.—Harling, Buschmann & Menzell.

EASTERN, British steamer, 3,586, Winthrop Ellis, 18th Oct.,—Kobe 13th Oct., General.—Gibb, Livingston & Co.

ELSE, German steamer, 903, F. Petersen, 17th Oct.,-Samarang 5th Oct., Sugar.-Siemssen & Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct, Vancouver, ESMERALDA, British steamer, 966, A. R. W.

Cobban, 17th Oct.,-Manila 14th Oct. Hemp and Cigars.—Shewan, Tomes & Co. HAILOONO, British steamer, 783, A. J. Robson, 18th Oct. Tamsui 15th Oct., Amoy 16th, and Swatow 17th, General. - Douglas, Lap-

raik & Co. HERMES, Norwegian steamer, 849, J. C. Jensen, 17th Oct.,-Tonku via Chefoo 10th Humber, storeship, 1,640 tons, 800 i.h.p., Com. Oct., General.-C. E. & M. Co.

HINSANG, British steamer, 1,536, Crockett, Iphigenia, and class cruiser, 3,600 tons, 8 Descartes, French protected cruiser, 3,985 tone, 13th Oct.,—Java Ports, (Cheviton) 4th guns, 7,000 i.h.p., Capt. H. N. Dudding, 36 guns 631 i.h.p., Captain Bernard, at 13th Oct.,—Java Ports, (Cheviton) 4th Oct., Sugar.—Jardine, Matheson & Co. HUE, French steamer, 704, P. Merlees, 17th Oct., Haiphong 14th Oct., and Holhow

16th. General.-A. R. Marty. JASON, British steamer, 1,416, W. Lycett, 16th Oct.,-Penang 2nd Oct., and Hollow 15th, General.-Butterfield & Swire. KONG BENG, British steamer, 862, F. W.

Joslin, 14th Oct., -Saigon 6th Oct., Rice and General.-Butterfield & Swire. LADY JOICEY, British steamer, 2,046, Coon, 18th Oct.,-New York 20th Aug., and Colombo and Oct., General and Kerosine. -A. R. Marty.

LYEEMOON, German steamer, 1,238, G. Heuermann, 18th Oct.,-Canton 17th Oct., Sovereigns, Bank's Buying Rate510.47 General.—Siemssen & Co. MACHEW, British steamer, 995, J. E. Farrell,

18th Oct.,-Siam 11th October, Rice,-Butterfield & Swire. MONGKUT, British steamer, 859, N. G. Majer, 14th Oct., -Koh-si-chang 2nd Oct., Rice.-Yuen Fat Hong. NANYANG, German steamer, 983, Th. Lehmann,

Shewan, Tomes & Co. ON SANG, British steamer, 1,787, J. Young, 7th Oct.,-Saigon 1st Oct., Rice and Rice-Flour.-Jardine, Matheson & Co. PETRARCH, German steamer, 1,252, Necker, 8th Oct.,-Samarang 22nd Sept., and Labuan 30th, General.-Lauts, Wegener

PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 14th Oct.,-Koh-sichang 7th Oct., Rice and Timber.-Yuen Fat Hong.

SABINE RICKMERS, British steamer, 690, J. R. Oct., Ballast.—Arnhold, Karberg & Co. SANDAKAN, German steamer, 1,374, E. Muhle, 12th Oct., -Sandakan 5th Oct., Timber. -Melchers & Co.

SIAM, British steamer, 992, J. F. Messer, 16th Oct., -Bangkok 9th Oct., General. -Bradley & Co. SZECHUEN, British steamer, 1,158, Hall, 18th Oct. - Bangkok 10th Oct., Rice. - Butter-

field & Swire. SYDNEY, French steamer, 4,232, Aubert, 13th Oct.,--Marseilles 3rd Sept., and Saigon 5th Oct., Mails and General.-Messageries Maritimes.

TAMSUI MARU, Japanese steamer, 1,075, S. Nagatz, 18th Oct.,-Amoy and Swatow 17th Oct., General.-Mitsui Bussan Kaisha. TERRIER, Norwegian steamer, 1,008, G. Kampford, 14th Oct.,-Singapore 5th October, Timber.—Order.

TETARTOS, German steamer, 1,574, T. Desler, 14th Oct., - Saigon 9th October, Rice. -Siemssen & Co. THVRA, Norwegian steamer, 2,150, Edwardsen, 12th Oct., Moji 6th Oct., Coal.-

Butterfield & Swire. Wongkoi, British steamer, 1,115, B. B. Brooke Bigot, 15th Oct.,-Bangkok 1st October, Teak and Rice, &c .- Chinese. YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 18th Oct., -Manila 13th Oct., and Amoy 17th, Hemp and Tobacco.- Jardine,'

Sailing Vessels.

Matheson & Co.

ADOLPH OBRIG, American bark, 1,302, Armsbury, 17th Oct.,-New York 5th May, Case Uil.—Standard Oil Co.

ETHA RICKMERS, German ship, 1,754, Joh. Beneke, 22nd Sept.,--Cardiff 13th May, Coal.--Arnhold, Karberg & Co. GILO, German bark, 1,324, Hemmer, 8th Oct.,
- New York 26th May, Kerosine Oil.—

Standard Oil Co. JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug., -- New York 25th April, Case Oil.—Standard Oil Co. LOTHAIR, Italian bark, 759, C. Lewanger,

1st Oct.,-Callao Peru 21st July, Iron.-MANUEL LLAGUNO, American ship, 1,649, C. V. Small, 7th Oct.,-Shanghai 3rd October Ballast. - Siemssen & Co.

MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,-New York 24th April, Case Oil.-Standard Oil Co. MARY L. CUSHING, American bark, 1,540, 1st Oct.,-New York 16th May, Case Oil.

—Order... RETRIEVER, British schooner, 96, Parker, 8th Sept.,-Honolulu 16th July, Ballast .-

REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,-New York 30th May, Case Oil. -Standard Oil Co. SIMLA, British 4-masted bark, 2,087, Huestis,

25th Aug.,-Cebu and Phillipine Islands 22nd Aug., Rollast.-Order. ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.,-Manila 13th Sept., Ballast .-

Reuter, Bröckelmann & Co. STANFIELD, British bark, 560, Wilson, 8th Oct.,-Rajang 17th Sept., Timber.-Order. STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,-New York 20th May, Kerosine Oil.—Standard Oil Co.

WARATAH, British schooner, 25, Haynes, 23rd Sept.,-Takow 15th Sept., Ballast.-Mr. F. W. Hall. WM. H. CONNER, American ship, 1,424, J. T. . Erskine, 14th Oct.,-New York 7th May,

and Rio Janeiro 11th July, Kerosine,-

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION,

Standard Oll Co.

Hongkong, October 19th, 1899. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H.

Smith-Dorrien, cruising. Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Foochow. Aurora, British cruiser, 5,600 tons, Capt. E. H.

Bayly, cruising. Barfleur, 1st class battleship, 13,000 tons, 1/ guns, 13,163 i.h.p. Captain Hon. S. C. Colville, C.B., cruising.

Bonaventure, and class cruiser, 4,360 tons, 1 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong, Brisk, British cruiser, 1,770 tons, 6 guns, 5,600

h.p., Capt. Wrev, cruising. Centurion, 1st class battleship, 10,900 tons, 14

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Condr. C., Winnington-Ingram, cruising. Endymton, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong. Esk, coast defence gunboat, 363 tons, 3 guns,

200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai. Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut. Com. R. Keyes,

cruising. B.C. 12th Sept., and Shanghai 1st Oct., Firebrand, 3rd class gunboat, 455 tons, 4 guns, Mails and General.—C. P. R. Co. 360 i.l.p., Hongkong. 360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer,

260 tons, 6 gans, 4,000 i.h.p., Hongkong. Harl, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Harmione, and class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. R. S. D. Cumming, Hongkong.

H. J. Davison, Hongkong.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising. Orlando, British cruiser, 5,600 tons, Capt. J Burke, Japan.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 ih.p., Lieut.-Comdr. P. S. St. John, Pigmy, 1st class gunboat, 755 tons, 6 guns, Shanghai.

1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. Do M. Cowper. Foochow.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, en route Singapore. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12 18th Oct.,-Canton 17th Oct., Ballast .guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Manila. Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg,

> cruising. Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow. Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising. Wivern, coast defence ship, 2,750 tons, 4 guns,

1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, Nasbet, R. N.R., 18th Oct.,-Shanghai 15th | 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Eina, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai, Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong. Siguria, Italian cruiser, 4,500 tons, Captain

Casetta, Hongkong. Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p.,

Captain Molas, at Port Arthur, Alcout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Charleston, U.S. cruiser, 3,730 tons, 8 guns, Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, Com. Witthofft, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikii at Vladivostock.

tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Authur. Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port

Gremiastehy, Russian armoured cruiser, 1,492

Kreytser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock. Navarin, Russian battleship, 10,000 tons, 10

guns, 9,000 h.p. Captain Tenriche, at Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur. Olvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000, h.p., Captain

Coprianoff, at Nagasaki. Pamiat Asova,* Russian cruiser, 6,000 tons, 36. Petrel, U.S. gunboat, 892-tons, 4 guns, 1,095. guns, 8,000 h.p., Captain Virenius, at Vladivostock. Rossia, Russian armourd cruiser, 12,200 tons,

Capt. Domojiroff, at Port Arthur. Rurik, f Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock. Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p, Capt. C. Parenayo,

at Port Arthur.

Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Rort-Arthur-Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf,

at Vladivostock. Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivestock. Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthui.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class; Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots. (1st and 2nd class.) Forel, Russian torpedo-boat, 23 tons, 1 gun, 220 h.p., 16 knots. Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220

h.p., 16 knots. Skorpion, Russian torpedo boat, 23 tons, 1 gun. 220 h.p., 16 knots. guns, 13,000 i.h.p., Captain R. J. Jellicoe, Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., to knots. Sterlaid, Russian torpedo boat, 23 tons, I gun,

220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. † Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff. I Flagship of Rear-Admiral Reounoff

THE FRENCH SQUADRON. Aspic, French gunboat, 463 tons, 6 guns, 453

Bayard, French flagship, 5,968 tons, 35 guns, 4,500 h.p., Capt. Joannht, at Yokohama. Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Capt. Ternet, at Chefoo. Brulx, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Salgon. Comète, French gunbout, 473 tons, 6 guns, 631

h.p., Captain Simon, at Baigon.

Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay. Forfail, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki, . Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Jean Bart, French cruiser, 4,500 tons, 10 guns,

8,000 i h.p., Capt. Aubin, at Foochow. Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai. Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motel, en

route Kwong-chow-wan. Pluvier, French despatch-bont, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunbont, 627 tons, 10 guns, 860 i.h.p., at Saigon. Triomphante, French armoured cr., 4,700 tons,

24 guns, 2,400 h.p., Capt. B. de Brotizel, at Vouban, French flagship, 6,150, Capt. Boutet at Haiphong. Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. . † Flagship of Rear-Admiral Gigault de

THE GERMAN SQUADRON.

Bedollier.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven. Geston, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusta, German cruiser, 6,000 tons,

12 guns, 12,000 i.h.p., Captain Gulich, at Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-

Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy. Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at

Kiaochow. Flagship of Rear-Admiral you Diederichs. Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON. Baltimore, Flagship, U.S. cruiser, 4,413 tons, to guns, to,064 h.p., Capt. J. M. Forsyth, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut, Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Cellic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

6,666, i.h.p., Capt. Geo. W. Pigman, at 5,893 tons, twin screw, 34 guns, 7,000 h.p., | Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila. Culgon, U.S. supply-ship, 7,000 tons, 2,350 h.p.; Comdr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B.

> Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6, too tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Licut.-Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John

> Monocacy, U.S. gunbont, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai, Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila. Nanshan, U.S. collier, Lieut. L. A. Kaiser.

McGowan, at Manila.

Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, en route

Manila Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at Manila. Yorktown, U.S. gunboat, 1,710 tons, 6 guns 3,392 h.p., Comdr. C. S. Sperry, at Manila,

Yosemite, U.S. converted cruiser, 6,179 tons, to guns, 3,800 h.p., Capt. G. E. Ide, a Manila_ Zafire, U.S. dispatch-vessel, Master A. M.

Office. #Host

A Mail will close:-For Singapore and Sourabaya-Per Hinsang to-morrow, the 20th instant, at II A.M. For Kongmoon, Samshui and Wuchow-Per

For Amoy and Manila-Per Nanyang tomorrow, the 20th instant, at 4 P.M. For Bangkok - Per P. C. C. Klao on Saturday, the 21st instant, at 9 A.M. For Singapore, Penang and Colombo-Per Tamba Marie on Saturday, the 21st instant, at

Saturday, the 21st instant, at 10 A.M. For Shanghai-Per Szechuen on Saturday. he 21st instant, at to A.M. For Europe, &c., India, via Tuticorin-Per Laos on Saturday, the 21st instant, at 11 A.M. For Nagasaki, Kobe and Yokohama-Per

Kasuga Maru on Saturday, the 21st instant, at

For Amoy and Tamsui-Per Formosa on

3 P.M. For Nagasaki and Vladivostock-Per Daphne. on Saturday, the 21st instant, at 4 P.M. For Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne-Per Eastern on Saturday, the 21st instant, at 5 P.M. For Swatow, Amoy and Tamsui-Per Tamsui Maru on Saturday, the 21st inst., at 5 P.M.

For Amoy, Shanghai, Kobe, Yokohama, Honolulu and San Diego-Per Thyra on Sunday, the 22nd instant, at 9 A.M. For Kongmoon, Samshui and Wuchow-Per Samshuf on Monday, the 23rd inst., at 4 P.M. For Manila-Per Choysang on Tuesday, the 24th instant, at 3 P.M. For Singapore, Penang and Calcutta-Per.

Suisang on Wednesday, the 25th instant, at For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C .- Per Empress of China on Wednesday, the 25th inst, at 17 A.M. Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. For Yokohama and Kobe—Per Changsha Co. on Wednesday, the 25th instant, at 11 A.M. For Kongmoon, Samshul and Wuchow-Per

Wilchow on Wednesday, the 25th instant, at Brisbane, Sydney and Melbourne-Per Variata Maru on Friday, the 27th instant, at 3 P.M. For Kongmoon, Samshui and Wuchow-Per Samshuf on Friday, the 27th inst, at 4.P.M. For Europe, &c., India, via Tuticorin-Per Parramatta on Saturday, the 28th instant, at

For Kongmoon, Samshui and Wuchow-Per, Wuchow on Monday, the 30th inst., at 4 P.M. For Kongmoon, Samshul and Wuchow-Per Santshul on Wednesday, the 1st Nov., at 4 P.M. Rong, B.

JAPANESE MEN-OF-WAR.

Eattleships. Yashins; 1st class, 12,400 tons, 30 guns, 14,000 h.p., at Yokohama. Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p. at Nagasaki. Chinyen, and class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships. Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila. Itsuskushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki. Hashidate, ist class, 4,277 tons, 35 guns, 5,400 h.p., at Shimaru. Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.

Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe. Haiyen, and class, 2,000 tons, 15 guns, 2,400 h.p. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniwa; protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700

tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227. tons, 30 guns, 10,000 h.p., at Manila, -

24 guns, 8,500 h.p. Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 Tsukushi, 3rd class, 1380 tons, 12 guns,

Sloops and Corvettes. Katsuragi, 1,480 tons, 10 guns, 1,600 h.p. Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p.

Gun-boats. Alago, 620 tons, 10 guns, 700 h.p. Maya, 620 tons, 10 guns, 700 n.p. Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p.

Talsula, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p. Torpedo-boats. Comdr. I. Ishida, at Hongkong. Koluka, 190 tons, 6 torpedo-tubes, 1,400 hip.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes,

Miscellaneous.

(used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) 10 guns, 520 h.p.

Jingel wooden paddle steamer, 1,465 tons, 2

(used as torpedo training ship. RIVER STEAMERS, SCHOONERS,

AND LOROHAS. Fatshan, British steamer, 2,260. J. Dick,-Hongkong, Canton, and Macao Steamboat

Powan, British steamer, 1,890, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tai

Hongkong and Macao Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao

Hongkong, Canton and Macao Steamboat Klangtung, Chinese steamer, 583, Holmes,-China Merchant Steam, Navigation Co.

City of Whampon, Chinese steamer, 40,-Ah Sun Chow, Chinese steamer, -Ah Yon,

Lil, American Iorcha. Wuchow, British steamer, R. D. Thomas,-

Hongkong; Canton and Macao Steamboat Co., J. M. & Co. and B. & S. For Manila, Thursday Island, Townsylle, Samshui, Beitish steamor, Summore, Hongkong, Canton Macao Steamboat Co., J. M.

Canton, Hung Kum Sing

FORBES SKERTCHLY, at No. 50, Queen's Road Contral in the City of Victoria, Hong.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500.h.p.

Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p. Suma, protected cruiser, 1st class, 2,700 tons,

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Musashi, 1,490 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Tenriu, 1,550 tons, 10 guns, 1165 h.p.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko. Akagi, 620 tons, to guns, 700 h.p., at Chefoo. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan. Torpodo-gunboat.

Ikadusch, torpedo-boat destroyer, 331 tons, Shiramuoi, torpedo boat, 278 tons, Comdr. Kosoma, en route Japan. 14 hoats (Creusot), 56 tons, 2 torpedo-tubes,

2 boots (Schichau), 90 tons, 3 torpedo-tubes, 4 boats (Yarrow), 40 tons, 3 tofpedo-tubes, to boats (Yarrow), 40 tons, 3 torpedo-tubes,

Rinjo, armoured cruiser, 2,530 tons, to guns, (used as gunnery traning ship.) Kanjiu, sailing-ship, 877 tons, 6 guns.

Tsukuba, wooden screw steamer, 1,989 tons, (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.)

Ho-nam, British steamer, 1,377, H. D. Jones, Wuchow to-morrow, the 20th instant, at 4 P.M. -- Hongkong, Canton, & Macao Steamboat

> On Steamship Co. Chun Wai, British steamer, Kwong Wan S.S.

Steamboat Co. Macao and Canton. Lungshan, British steamer, 108, "Morrison,-

Canton and West River.
Lungkiang, British steamer, 108, J. J. Lossieres, -Hongkong, Canton and Macao Steam

Hongkong and West River, Saikong, British steamer, 259, Kwong Wang

& Co. and B. & S. Lorchas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong to

Printed and Published by ETHELBERT